

NEW-ENGLAND MAGAZINE

OF

INDUSTRY AND TRADE.

Vol. I.

JULY, 1859.

No. 1.

PROSPECTUS.

This new monthly is designed to present, in a popular, cheap, and attractive form, a mass of valuable information relative to the municipal, commercial, and manufacturing interests of New-England and its metropolis. As an independent organ, both of the trading and manufacturing classes, it will discuss, in original essays, from the pens of able and experienced commercial writers, such topics as are of New-England interest.

Identified with no party, biased by no alliance with any particular section of the community, this magazine, by diffusing practical, comprehensive, and accurate information on business subjects, will endeavor to promote the development of the commercial and manufacturing resources, and the advancement of the social, political, and general interests of the people, the production of whose industry flows to this city, as its emporium. At the same time, a spirit contracted and confined by geographical limits, will have no place in its columns.

An accurate chronicle of the most important local events of the month will

be carefully prepared, with a statement of the chief imports and exports, and an impartial digest of the proceedings of the city government, as well as those of the different State Legislatures.

A distinctive aim of this publication will be to supply an acknowledged desideratum of business men, by inserting such tabular matter as is liable to change, and still is constantly required for reference.

A department of the magazine will therefore be devoted to the movements of ocean steamers; the hours of the arrival and departure of railroad trains throughout New-England; the names of the officers and directors of the Boston banks, insurance companies, and other public institutions; the post-office appointments, with the times of the arrival and departure of the mails, and the rates and other particulars connected with foreign and inland postage; the arrangements of the various ferries, expresses, and telegraph companies; with other general and miscellaneous information relative to the topography,

commerce, manufactures, government, police, and sanitary condition of this city and

its vicinity. This class of matter will be corrected and varied every month; and having been hitherto, for the most part, only revised and published annually, a monthly and careful revision must speedily render the magazine indispensable, both to travelers and to residents in New-England.

Statistical information will also appear, from time to time, relative to the past and present growth of the commercial interests of Boston and New-England.

Many of the departments of intelligence comprised in the general plan, requiring much personal inquiry and laborious research, such arrangements have been made as will secure the most reliable accuracy.

The magazine will be published in octavo form, and will contain thirty-two pages of closely printed matter. The subscription price is ONE DOLLAR AND A HALF per annum; or ONE DOLLAR, strictly in advance; and while the character of the articles contained in this inexpensive publication will be superior to that usually found, except in works of much higher price, the value and general interest attaching to this journal, as a work of constant reference, a monthly chronicle of events, and a means of moulding public opinion, will obtain for it a large and general circulation among all classes of business men in Boston and throughout New-England, as well as in other portions of our country.

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EDITOR'S INTRODUCTION.

ADAM was, beyond all peradventure, the first Jack-at-all-trades, and he had a good excuse for such desultory occupation, whatever contempt may befall those of his descendants who follow his example. But this necessity did not exist in the next generation. Cain became a tiller of the soil, while Abel tended sheep, and presently Tubal-Cain taught all artificers in brass. And from the creation the progress of civilization has been thus onward, carrying with it, as at once its effect, its promoter, and its index,—the continual re-division of labor. Difficulties have retarded—nay, sometimes have seemed to turn back the tide, but it always ultimately flows on, and now we mark refinement by the nicety with which the various departments of labor are divided and assigned.

First came the simplest division of trades—one to till the soil, while another ground the corn. Then followed, naturally and inevitably, the nicer assignment of duties, which, yet incomplete, is still advancing as rapidly as ever, distinguishing, by its relative progress, the centers of population from thinly-settled districts, and giving to the metropolitan lawyer, teacher, doctor, or mechanic, whatever of professional advantage he has over his provincial or colonial brother. Not that a superiority in general intelligence can be claimed for the city over the country, but simply that the man who is a good lawyer, or a good blacksmith, in a locality where he is compelled to practice all the branches of his profession, would be more skillful, not *generally* but *specialy*, in circumstances which would allow him to devote the same attention to a single department. The gain to the community at large, rather than to the individual, is the measure of the superiority to be obtained by special study in any province of industry, or science, or letters, over more general culture for more general purposes. The flame of a spirit-lamp has no great power until the blow-pipe concentrates its force on a single point.

To journalism, no less than to other departments of industry, does this law of civilization apply; and thus a demand is constantly arising for publications treating of special subjects with that degree of intelligence which comes most surely with special training. In accordance with this principle, we now have journals devoted to law, to medicine, to education, to the various material interests—banking, railways, mechanics, &c. To each locality, also, is thus given its special organ, reflecting its sentiment, and through which it speaks to the world. The same principle has called into existence the present enterprise. We believe New-England to be large enough, her industry productive enough, and her material interests important enough, to sustain a representative journal, noting her progress, and aiding, so far as it may, to develop her agricultural, commercial, and manufacturing resources. We have explained in our prospectus, the task we propose to perform. We devote ourselves to the material interests of New-England and her metropolis, and by making this our specialty, we hope to benefit not merely those who reside within her borders, but all who are interested in the progress of her industry. The several branches of our foreign and domestic commerce, our fisheries, the products of our forests, our ship-building, our manufactures and our agriculture, each filling an important place in our economy, present a field wide enough and heretofore unoccupied. Indeed, these interests would be too extensive to receive full justice, were they not crowded within a comparatively small locality, and one so accessible in every part by steam, as to admit of investigation and verification by frequent personal visits. We do not propose to advocate the interests of Boston and New-England adversely, as against any other city or section of our common country. That course is neither necessary nor desirable. We confine ourselves to this field because it is sufficient to employ, for its proper and efficient cultivation, whatever industry and ability we may bestow upon the present enterprise.

Consider for a moment the magnitude of the trade of New-England, and it will be apparent that we have undertaken no light task. Maine occupies the first place among ship-building states, maintaining in that particular, the supremacy which she assumed thirty years ago; and the convenience of the materials, which her forests afford, (forming separately a valuable part of her trade,) and her wide extent of coast, will enable her long to maintain the pre-eminence. Nor does her enterprise refuse to display itself in manufactures, for which her numerous rivers furnish a vast and valuable power. The lumber trade, the agriculture, and the manufactures of New-Hampshire are contributing to increase her aggregate wealth and individual prosperity. The latter, particularly, open a wide field for industry, and by building up such cities as Manchester, Nashua, Dover, and Somersworth, furnish a desirable home-market for her agricultural productions,—her most important interest, as appears from the last census, which places the value of her farms and stock at \$70,000,000, or more than three times the amount of any other single department of her industry; although the last few years would undoubtedly exhibit a large relative increase in her manufactures. Vermont, the only New-England inland state, enriched by her stock-farms and her mineral resources, is a model of honest industry, economy and thrift. The manufactures of Massachusetts, and the commerce which her manufactures contribute so much to sustain, are too important to herself and to the country at large, to be lightly passed over, in estimating the advance of New-England in material prosperity. The enterprise of her people is best shown by the fact that in the ten years preceding the late census, her products had increased one hundred and thirty-eight per cent., while her population was at the close of the decade but thirty-four per cent. larger than at its commencement. Crowded into a narrow territory, the people of Rhode-Island apply themselves to manufacturing with energy and industry, directed by that intelligence which everywhere characterizes New-England enterprise, and they

reap a rich reward. The jewelers of Providence annually produce wares valued at upwards of two and a half million dollars. The sales of cotton, in the same city, including prints, sheetings, and shirtings, amount to \$31,000,000. Connecticut invests \$2,000,000 of her capital in fisheries and \$26,000,000 in manufactures, which, with her agriculture, furnish profitable employment to her proverbially thrifty people.

Such is the character and extent of the field of labor upon which we have entered, and, promising to bring to it all diligence and the best ability we can command, we present ourselves to the public,—to those who have gone out from among us to aid, by their enterprise, in developing the resources of other sections of our Confederacy, and who would have a faithful record of the progress of the Eastern States, and to those who, in studying the laws which govern trade and industry, desire the most reliable and complete data from which to draw conclusions, no less than to those who are directly and personally interested in our local prosperity,—knowing that the field is adequate, and that our success depends upon ourselves.

REAL ESTATE IMPROVEMENTS IN BOSTON.

As evidence of local prosperity,—always to be taken, however, with some grains of allowance,—statistics of improvements in real estate are valuable. Such improvements may indeed indicate an unhealthy expansion of credit; or a passion for building, which, at times, and with some men, amounts almost to a disease; or a dangerous rivalry in trade; or sometimes all these, combined with a desire, begotten by recent and bitter experience, for tangible security for capital invested,—for property which can be seen but not stolen, and the value of which cannot be annihilated by the brief report of an investigating committee. But, considered intelligently, and in the light of collateral facts, such statements will greatly aid the curious in such matters, in estimating the material advancement of any given locality.

Architectural progress is yet more surely the index of the development of taste; and in that light, the critical observer will not fail to regard its description with interest. The granite fronts which, within fifteen years, have made their appearance in Milk-street and the vicinity, are a great advance, in this respect, upon the prim and dismal business-like brick edifices, in the places of which they stand. Still more marked is the change in those palaces of trade for which our largest houses are now deserting Milk, Kilby, and other old business-streets. Whoever would measure most accurately the rapid strides of Boston in mercantile architecture, should contrast the plain buildings in those sections of the city which have been the home of trade from its birth, with those which have sprung up, as if by magic, at the call of a rapidly extending commerce, in the cool, quiet shade of Franklin-place.

This extension of the business area of Boston is furnishing an opportunity for the display of an improved judgment in dwelling-house architecture. The demands of commerce have driven many thousands of those who transact their business within her borders, to seek homes in the suburbs. But, for another class, led by necessity or choice to remain residents of the town, the territorial limits of the city itself are being extended. The State now provides means for the internal growth of her capital, and day by day, and night by night, that vast waste,—the “back bay,”—is being reclaimed to the use of her people. The fine mansions already erected on the Beacon-street extension, sufficiently illustrate the change which has taken place in the general estimate of architectural elegance.

In the present and a succeeding paper, we propose to exhibit, as illustrating the advancement in material wealth and artistic culture, a view of the architectural improvements which are now progressing in Boston. In the present article we shall present descriptions of the more important buildings now being erected for business purposes; and in the next we shall speak more particularly of residences, giving also a statement of the value of capital invested in these improvements.

A new block of three granite stores is now building in Federal, near High-street, two of which are owned by Mr. J. G. Torrey, the other by Messrs. Webster & Co. This block is set back about ten feet from the owners' line, on Federal-street. The store of Webster & Co. extends on Milton-place about 100 feet, giving a good light and facilities for receiving and delivering merchandise. The lower story of this building has a neat iron front. Under the whole building is a dry basement, well-lighted and fitted up for sales-rooms, presenting an area of 4,000 square feet. Messrs. Preston & Emerson are the architects.

On the north side of Franklin-street, a fine building, embracing two large stores, is now being erected on the estate of Mrs. William P. Winchester. This lot and building have a front of about 80 feet. The edifice has an ornamental iron front for the first and second stories, the three stories above being of granite. Messrs. Woodcock & Meacham are the architects. The erection of this building completes the revolution in the character of Franklin-place, which commenced but a year ago. From Hawley-street to Devonshire-street,—or, as it was then, "Theater-alley,"—Franklin-place, (now Franklin-street,) was occupied by fine old mansions, which have given place to mercantile palaces. The advancing wave of commerce is rapidly driving the resident population of Boston west of Washington-street; but in no instance has the flight been more sudden or complete than in that from Franklin-place.

At No. 31 Washington-street, Mr. C. K. Kirby, architect, has just completed a granite front store for Mr. William H. Boardman. The store has 29 feet front, 144 feet in depth, and is four stories high, the upper portion being built in two parts, giving an area near the centre, and also at the rear, for light and air. The basement and rear of the building will be occupied as a carpet warehouse, and the front chambers are arranged for offices.

The same architect is also engaged in extending the Boylston Market westward 40 feet, the addition being of the same height, width, and general style, as the original building. The lower story will be an enlargement of the market; the second will be used for general purposes; and the upper rooms by the new "Second Battalion."

Mr. Kirby is shortly to raze the building at the corner of Franklin and Washington-streets, owned by Mr. Charles Copeland. A new building, five stories high, with 25 feet front on Washington-street and 75 feet on Franklin-street, will be erected on the site. Both fronts are to be of free-stone.

Messrs. Preston & Emerson are erecting, for Mr. C. Francis Adams, a building on the Melodeon estate, Washington-street. The lot is 56 feet wide, and 175 feet deep, and will be covered by two large stores, each 25 feet wide, 16 feet high, and of the entire depth of the estate. They will be generously lighted by sky-lights, midway and in the rear. Ware-rooms are to be arranged on the second floor, and the rear will furnish an elegant hall, to be approached by a broad iron staircase and fire-proof passage way. The hall is to be 30 feet long, 58 feet wide, and 38 feet high, and, with the gallery, capable of seating one thousand persons. The hall will supply a want, which has been much felt, for a well-ventilated and well-lighted room, centrally located, and convenient of access, for lectures, Sabbath services, public entertainments, and the like. The front of this building will be of Quincy granite, and four stories high.

Mr. N. J. Bradlee is superintending the erection of a fine building on Washington-street, Central-court, and Avon-place, to be occupied for business purposes. This edifice will have a front of 60 feet on Washington-street, 278 feet on Central-court, and 48 feet on Avon-place, giving a total frontage of 386 feet, the whole covering an area of about 1,300 feet. The ground plan is in the form of the letter L. The Washington-street elevation will be of New-Jersey stone, from the Belleville quarry, four stories high, surmounted by a French roof; the whole being after a section of the Coliseum at Rome, with this exception—that the Corinthian order is carried out in each story. The basement will extend under the whole building, and under the sidewalk on all sides, and being of good height, (12 feet in the clear,) and well-lighted, will be used as a sales-room. Central-court, in the rear of the building, is to be excavated and arched over, thus furnishing room for steam-heating apparatus. The first story on Washington-street will be arranged to accommodate the retail dry goods business of Messrs. George W. Warren & Co., while the portion on Avon-place will be used as a wholesale department. The interior of the retail department will be finished with Corinthian columns and cornices. This story will be lighted, at the side and rear, by windows over the shelving. A large counting-room and an evening silk-room, for the examination of silks by gas-light, are to be arranged on this floor. A ladies' waiting-room, with every convenience, is also to be provided. The building will be disjointed above the first story. The second and third stories in Avon-place will be used for dry goods jobbing, and the front as a cloak manufactory. The second story on Washington street, which will be gained by two wide staircases from that street and Avon-place, will contain four large ware-rooms, several business rooms, and a hall 40 by 60 feet, and 25 feet high. These rooms will be occupied by Chickering & Sons, as sales-rooms, and the hall for chamber concerts. The rooms above will be divided into parlors and lodging rooms. The elevations of this edifice on Avon-place and Central-court will be of face bricks, with free-stone trimmings. The Washington-street estate is owned by Mr. William T. Andrews, and that in Avon-place by Mr. F. W. Andrews.

The same architect is also about to build a store on the north corner of Central-court and Washington-street, the front, of 33 feet, to be of white marble, presenting a fine contrast with the free-stone building on the opposite side of the court. The lower story will be arranged for the dry goods trade, the second for banking purposes, and the chambers above for the use of associations. The front of the lower story is designed on the French plan, with an imposing entrance for the upper stories, and a place for the sign, about nine feet from the sidewalk, with windows above.

Mr. James H. Rand is the architect of the new building on Washington-street, opposite the head of Franklin-street, which he has designed in the Florentine manner. The front of this building is to be of a new and beautiful drab stone, from Sandy Bay, New Brunswick. The lower story will be divided into three stores; the first, 173 feet deep; the second, 100 feet deep; and the third, 85 feet deep. The tenants of the third store will also occupy a large portion of the second story for wholesale business. The building will be six stories high. It is proposed to use four upper floors for the purpose of enlarging the Marlboro' Hotel. This plan, if adopted, will give that establishment fifty additional rooms.

The same architect has charge of the Channing Building now going up on the site of the old Federal-Street Church. This is an edifice in the Romanesque style, designed for first class wholesale ware-houses. The front is to be of Quincy granite. The establishment measures 143 by 100 feet, and will be six stories high. It will be heated by steam. The corner store is owned by Mr. William Sheafe, and the other by William F. Weld & Co.

The most extensive block of buildings now being erected, is that on New-Devonshire-street and Winthrop-place, owned by Mr. H. Hollis Hunnewell, and of which Mr. George Snell is the architect. The material employed on the building is New-Jersey free-stone, from the Belleville Quarry—this being the first instance, we believe, in which free-stone has been applied in building “down-town stores.” The facade which follows the curved line of the street is about 200 feet long, and 71 feet high, embracing five stories in stone, above which is a French roof, giving an additional story. The basement, which is to be lighted by a peculiar arrangement, will form another useful story. The stores will, in consequence of the extremely irregular form of the block, vary in depth, from 50 to 140 feet. The style of the building partakes somewhat, though not entirely, of the Byzantine. The columns and arches of the first story are to be of iron. Each series of stores is to be separated from that adjoining by a parapet wall—always a desirable protection against fire—which, in this case, will be made a marked architectural feature.

The row of buildings on the west side of New-Devonshire-street, (formerly Theater-Alley,) is nearly completed. A block of two stores, about 60 feet wide, fills up the vacancy left last season. The building is owned by Mr. John Simmons, and is built under the direction of Mr. G. J. F. Bryant. The narrow passage-way, which, less than ten years since, was considered a nuisance, is now a fine business street, as active with enterprise as any of its neighbors.

Mr. Bradlee is the architect of a new building to be erected on Franklin-avenue, on the site of the building so long occupied as an office by Constable Clapp. It is to be of brick, and will have an entrance from Court-street. It is designed to be occupied by offices.

Trade is extending from Franklin into Arch-street, upon which a block of stores is shortly to be erected, six fine modern built stores having been taken down for the purpose.

The Fifty Associates will, in a short time, we understand, take down the old building and rebuild on their estate on the east side of Court-square.

There are smaller stores in course of erection in various parts of the city, which we have not space to mention specially, but which will not be lost sight of in making our estimate of the extent of the real estate improvements in Boston.

PUBLIC FOLLY IN MONEY MATTERS.

It is a thankless office to be a censor of public morals, manners, business, or institutions; and the great majority of men seem content to submit quietly to all abuses of a public nature, and let the world pass, thinking, like Pat in the sinking ship, “It is no concern of mine, I am only a passenger.” Buckle, in his recent work on civilization, says, “An immense majority of men must always remain in a middle state, neither very foolish nor very able, neither very virtuous nor very vicious, but slumbering on in a peaceful and decent mediocrity, adopting, without much difficulty, the current opinions of the day, making no inquiry, exciting no scandal, causing no wonder, just holding themselves on a level with their generation, and noiselessly conforming to the standard of morals and of knowledge common to the age and country in which they live.”

The truth of this statement will not be questioned, nor will it be questioned that if a nation were composed almost entirely of such men; if there were no skeptics, protestants, or rebels, it would be at a sorry pass; the people could not fail to be

trampled under the iron heel of despotism, and sunk in ignorance and barbarism. There must be rulers and they would be despots.

Yet I would not encourage the idea that every one should dogmatise upon every matter of public interest. He who has given no attention to a subject, or whose qualities of mind unfit him for investigation, should be modest in the expression of opinion, and careful in his action upon all public questions. I object, however, to the stolid indifference with which some of the more serious abuses of society are viewed in New-England, and to the prevailing disposition to discourage those who oppose and would reform them.

It happened to me in early youth to see something of the unhappiness caused by *debt*; and my good mother had a perfect hatred of it. Among my earliest recollections, is a sharp controversy that I held for some time, when about fifteen years old, with an old gentleman, our neighbor, who persisted that debt was rather a blessing, not only necessary but useful in the transaction of business; and it was in witnessing the confusion it made in his affairs ultimately, that I received my earliest lessons upon the subject. It has ever since been clearly apparent to my mind that all is wrong about it in our institutions; that a people pursuing so energetically the arts of peace, with a wider diffusion of culture, and more generally intelligent labor, and more rapid accumulation of wealth, in the aggregate, than any other people on the earth, should sink in bankruptcy so generally at last, is owing not to individual mismanagement of business, but to a radical defect in our system. The defect is in a sophism in our machine of circulation—Adam Smith's paper-wheel—we call it *money*, endeavor to use it as money, and it is all the time nothing but *DEBT*.

But men say "Of what use is it to protest?—what's the use of talking and writing about it? we must have such currency as the people choose; a few of us cannot set up a currency of real money for ourselves, while the great majority choose the fiction." This is true only to a limited extent. Probably ten or twenty traders could not, individually and separately, establish a specie currency in their special business. I know the power of custom, and presume they would destroy their trade by requiring it. But ten or twenty influential men, associated in New-York or Boston for the purpose, could establish an institution, that would speedily go far to reform the currency of the country. In my opinion, the question needs only to be presented in some practical form, that would attract public attention, to abolish the present destructive system of employing debt for money in the currency, from which it spreads in every direction, like the circles made by dropping a pebble into still water. People do not understand the currency, because they cannot be brought to think about it. An institution that would fix attention and create discussion would soon throw a flood of light into the obscurity that envelops the subject at present.

I wish in this paper to state merely the fact, that we have at present 400 millions of dollars of debt occupying the place of money in the currency of the United States, over and above all the money in the country, and show its general consequences. In the first place, it has expelled an equal sum of gold and silver, which it would have been perfectly easy for us to retain, and we should thus have secured the increased production and export of the like sum of our usual domestic exportable products, in exchange for the imports. There is, therefore, so much less wealth than we should have possessed in the absence of the fiction, and the deficit is increased by the absence of the earnings of so much capital. It is impossible to estimate what the earnings would have been, but the amount would immensely exceed the capital itself.

Secondly, there is the vast amount of 4,000 millions of debt, built upon the 400 millions of debt-currency, that has no business here. Each dollar of money exchanges on the average ten dollars of property with money, and of course without debt, while

each dollar of debt exchanges ten dollars of property with debt, and of course without money. The only difficulty with this subject in public opinion is in the sophistry that the bank-note is *money*. It is not so, but directly the opposite. That is not money which must be paid in money; it is debt. The bank-note and bank credit, that we call "deposit," constitute the debt-currency, and this is neither more nor less than a portion of the 400 millions of the general debt of the community, organized by state law into a form to supersede coin and expel it from the country. Every dollar of it makes its average circuit of ten transfers in the exchanges of property through debt and credit; and when it is absolutely withdrawn by the offset of debt for debt, in the contraction of bank loans, it sinks ten times its amount in the aggregate price of property, and leaves ten dollars of debt without the means of payment; because the debt is not reduced by the contraction of the currency, while the prices of commodities, for which the money must be procured to meet the payment, fall to the measure of its contracted volume.

Finally, the coin it expels is thrown away: so far as we are concerned, we might as well plunge it into the sea. Its action is the same upon both exports and imports, producing a loss in both. An illustration will make this plain. Let us suppose that with a pure metallic currency flour is \$5 $\frac{1}{2}$ barrel, and exportable at that price, but at nothing more, and foreign broadcloth \$5 $\frac{1}{2}$ yard: then \$100 will buy twenty yards of broadcloth, and the same sum of money will purchase twenty barrels of flour, that will be shipped to pay for the cloth. It will be simply an exchange of flour for cloth, and no money leaves the country.

Now add ten per cent. to currency, by exchanging the notes and credits with banks, without increasing commodities, and we must have ten per cent. added, in the average, to the prices of our commodities. This will raise the price of flour to \$5.50 per barrel, and stop its export; at the same time, it will raise the price of broadcloth to \$5.50 per yard, and increase its import. Twenty barrels of flour will amount to \$110, at which price it will remain on hand; twenty yards of broadcloth will cost \$110, at which price we shall import it; and the exporter will ship \$110 in gold, with which he will purchase ten per cent. more flour in the Baltic, or Black Sea, than he can obtain here for the same money. We have simply exchanged \$110 of gold for cloth at that price, the true money value of which is \$100, or we have retained our own flour, the true value of which is \$100, at a cost to the country of \$110 in gold: in either view of the case, we have accepted our own fiction of \$10 bank currency, handled by the cloth importer, for \$10 of gold—that is, we have thrown the money away. No matter whether the fiction of price, which is not value, acts upon flour, or broad cloth, or anything else, it must act somewhere upon both imports and exports precisely in this way; it must check the exports, increase the imports, and cost the country its whole sum in solid money, for which we get no return. We virtually throw the money overboard.

I leave this without further comment to the reader's consideration.

THE APPROACHING TRADE-SALES.

In most kinds of traffic, the chasm which separates a trade-sale from an ordinary sale by auction is as wide as that which distinguishes the legitimate transactions of honest and thrifty business from the irregular enterprises of the financial adventurer. Auction sales have their proper work, it is true, in supplying a channel for the distribution of a class of merchandise which inevitably collects in the warehouse of even

the most careful manufacturer; and in some branches of commerce, as the tea trade, for example, they are perhaps as appropriate a method as any of bringing buyer and seller together; but by infusing into the corpse of dishonest or reckless speculation a sort of galvanic life, they perhaps too often strike a blow at the real vitality of upright and industrious trade. But the trade-sale is open to no such objection. It is supposed to present a class of goods liable to just the amount and kind of criticism which may be applied to merchandise presented to the public by first class houses, in any other respectable manner; and, as a consequence, the best customers are drawn together,—dealers who are accustomed to look upon ordinary auction transactions with suspicion. A trade-sale contributes to the enlargement of business in many ways; as well by bringing a multitude of buyers face to face with a multitude of sellers, as by presenting to the purchaser a larger assortment, from which he may make his selection with the greatest economy of time.

During the ensuing season, for the first time in many years, Boston is to be the scene of a series of trade-sales. The "New-England Society for the Promotion of Manufactures and the Mechanic Arts" has determined to revise that part of its plan of operations which fell into desuetude after the first experiment, twenty years since, and to endeavor, by this means, to make its organization more efficient in promoting the local interests to which it is devoted. The sales which are to be held under the auspices of this society, will represent the various branches of manufacturing industry, including domestic dry goods, boots and shoes, glass ware, umbrellas, hats, and rubber goods. The sales will commence on Monday, July 11th, at Faneuil Hall, and other adjacent places of deposit, and will continue for several days. Messrs. Townsend, Mallard & Cowing, N. A. Thompson & Co., Samuel Hatch, and John H. Osgood will officiate as auctioneers.

The shoe and leather manufacturers of New-England are also to inaugurate, in July, semi-annual trade-sales of boots and shoes, leather and findings, at their new and commodious head-quarters, the "Boston Shoe and Leather Exchange." The sale of boots and shoes will be held on the 15th and 16th of July; that of leather and findings on Saturday, the 16th. A peculiar feature of the arrangements places these sales under the immediate direction of the contributors, each of them being entitled to a voice in the selection of the committee, under whose supervision the sales will be conducted. Consignments of almost every conceivable style of boots and shoes have been already received, and it is believed that a larger quantity, and a more complete assortment, will be disposed of than were ever before offered at auction. The preliminary committee are, Samuel Boyce of Lynn, B. D. Godfrey of Milford, M. D. George of Haverhill, John Hill of Stoneham, Thos. Emerson of South Reading, and Chester Guild of Boston.

The mechanics and manufacturers of Boston are making preparations for a sale to follow those previously mentioned. This movement represents the manufacturers of safes, ornamental iron-work, refrigerators, looking-glasses, piano-fortes, household and office furniture, and other articles.

The booksellers and publishers will hold a trade-sale later in the season, not local, however, in its character, but not the less interesting or important on that account. It is to be commenced on Tuesday, August 2nd, and will probably continue through the week. It will be conducted by Messrs. Leonard & Co. Catalogues are now in press.

These enterprises will, without doubt, benefit alike producer and consumer, by enlarging the home market for our manufactures, and by drawing a large number of new purchasers into direct contact with those whose goods they have not heretofore obtained by other means.

NEW-ENGLAND MANUFACTURING TOWNS.

NO. I.

SOMERSWORTH, NEW-HAMPSHIRE.

THROUGHOUT New-England, wherever a waterfall with its constant, lively song of welcome and of promise has invited the approach of man, and assured to his capital and enterprise a certain and large reward, we find now, in place of the wide farms and unsocially distant homesteads of half a century ago, swarming villages busy cities, and prosperous towns, each musical with the hum of its own industry, and forming the commercial center of the country surrounding it. And among the numerous cities and towns which owe their existence or rapid growth to the development of the Cotton Manufacture of New-England, few will more amply repay a visit than the picturesque and delightfully situated town of Somersworth, or prove more rich in that gratification which the sight of the beautiful in nature, or intelligence, virtue, or prosperity always produce. This town, which is more generally known by the alias which so tenaciously clings to it, "*Great Falls*," lies on the right bank of the Salmon River, which forms, in part, the boundary between New-Hampshire and Maine. The ground rises quite abruptly on each side from the river, and the view from either slope is one of rare beauty. The business portion of the town is near the river, while the higher land is appropriated very generally to residences. From Boston, this town is reached by rail in about three hours, and was formerly the terminus of a branch of the Boston and Maine Railroad, which is now a portion of the line between Boston and the White Mountains. Originally it formed a part of Dover, the oldest town in the State, from which it was detached about a century since, when it was incorporated by its present name. It is one of the smallest towns in New-Hampshire in respect of territory, but the land is very valuable for agricultural purposes. Probably in scarcely any part of New-England can the same amount of wealth be found among farmers occupying so limited a tract of land as in Rollinsford, a town recently incorporated, and forming, previously, a part of Somersworth.

Until 1825, the place was principally devoted to the farming interest, but in that year the first mill was erected, and the town assumed more of a commercial character. There are now seven mills, all owned by one corporation, the Great Falls Manufacturing Company. The factories are located on the bank of the river; beyond them is the railway track, which is crossed by the operatives as they pass between the mills and the boarding-houses on the opposite side of the main street, which runs parallel to the canal, the mills, and the railway. Between the years 1825 and 1832, two additional mills were built, in 1842 a further addition was made, and in 1854 the seventh building was completed. In 1841, the Company having been unfortunate, a change was made in its affairs, and new stock to the amount of a million of dollars was created. The par value of shares, which had originally been \$1,000, was cut down to \$200 at this time. The capital of the Corporation is now \$1,500,000. The Company runs 83,000 spindles, and gives employment to about 1,500 operatives, and to nearly as many other persons, outside the factories. The amount of cotton annually consumed is about 5,000,000 pounds, producing 17,000,000 yards of cloth. The payments at the mills for labor and supplies amount to about \$30,000 per month. The goods manufactured are sheetings, shirtings, drills, and print cloths; the plain cotton goods being manufactured in fourteen different widths. Connected with this establishment, and used exclusively by it, is a bleachery capable of bleaching eighteen tons of cloth per week. The average through the year is about twelve tons,—four lots of three

tons each being usually sent every week. Until within a comparatively short time, the Great Falls Factories ran more spindles than any other mill in the United States, but one or two of the factories at Lawrence now claim that credit. It still continues to be one of the most judiciously managed corporations in New-England. Its goods are now in constant demand, and as an evidence of the success with which it is now prosecuting its business, we may point to our record of dividends, which show that investments in its stock are paying a good interest. The affairs of the Company, at the factories, are efficiently managed by Mr. John A. Burleigh, who has occupied the station of agent for many years. Mr. Samuel Hooper, of Boston, is President of the Company, and Messrs. Minot & Hooper, selling agents.

The Salmon Falls Manufacturing Company, which runs its mills by the power of the same river, was until recently in the same town. But in 1850 the village of Salmon Falls was erected, by act of the Legislature, into the town of Rollinsford. It is a wealthy and prosperous place, though, we believe it covers the smallest portion of the earth's surface, of any town in the State. The Salmon Falls Company run 31,000 spindles. More raw cotton is used here than at the Great Falls mills, though the number of yards of cloth produced is much smaller,—the reason being that none but very heavy goods are manufactured by the former. At Great Falls the coarsest goods made are "No. 14," while the Salmon Falls mills produce nothing finer.

The Somersworth Machine Company has four foundries at Somersworth and Rollinsford, at each of which, it does a considerable amount of business—about \$170,000, we believe, last year. Its proprietors are associated by an act of incorporation, though as they are few in number, its business is managed rather after the manner of a partnership. There are two banks at Great Falls—the Somersworth, capital, \$100,000, and the Great Falls, capital, \$150,000; and one at Rollinsford—the Salmon Falls Bank, with a capital of \$50,000. There are also Savings' Banks at each of these places. The population of Somersworth is now about 6,000.

The shoe-manufacturing business is now being rapidly extended in New-Hampshire, and Dover, only a few miles distant from Somersworth, now enjoys a considerable prominence in that branch of industry. There are large numbers of workmen in all the surrounding region; and, under these circumstances, there can be little doubt that the wish we have heard expressed by many of her citizens will soon be realized, and that Somersworth, which has but one shoe manufactory, will soon be the home of the employers of those of her citizens who are engaged in this pursuit.

Having abundant water-power, an enterprising and ingenious population, and large facilities for communication with the markets of the East, North and South, and having never been injured by a fictitious growth; no evidence being visible of abandoned enterprises, such as meet the eye in most of the large towns of New-England; it will be somewhat remarkable if the future prosperity of Somersworth does not outstrip its early growth.

A SOUTHERN STEAMSHIP LINE.

A SOUTHERN line of steamships from Boston will, without doubt, be very shortly established. At a meeting held at the Boston Merchant's Exchange on the 23d of June, a spirit was exhibited which cannot fail to achieve for the enterprise, a high degree of success. By way of encouragement, it was stated of the Baltimore line, that with lower prices, it netted \$500 more each trip than last year; and that after

paying fifteen per cent., it had a surplus of \$80,000, setting its property at a low valuation. Another encouraging fact for the new enterprise was stated to be that while \$159,000 had been subscribed, and a further sum of \$25,000 had been substantially pledged in behalf of the merchants of Savannah, Ga., if the depot of the line should be established at that point, similar assurances had been given in behalf of Charleston, S. C. These sums being supposed to be assured, \$16,000 yet remained to be subscribed, and that amount was added to the subscription list within ten minutes. The committee, it was said, were inclined to favor Charleston as the Southern station of the line. Another meeting will soon be held for the purpose of organizing the company. The steamships will, it is expected, be regularly running next autumn.

It is no time now to discuss the merits of the question; to tell how extensive our trade at the South is, and how much such a line is needed; how many boxes of boots and cases of shoes, and bales of dry goods we annually send, and how much trouble we have to provide the means of conveyance; nor even to speak of old prejudices between Massachusetts and South Carolina which the enlargement of their mutual commerce and more frequent intercommunication will certainly not aid in reviving. We may think of things, and while we are thinking, the steam vessels will commence their trips, and we may presently count the profits—for it is a company which will pay dividends to every New-England producer, whether stockholder or not.

A STEP TOWARD FREE FERRIAGE.

THE ferries between East Boston and the city proper have long been a very considerable element in local politics. There are those who assert that a citizen of one ward, even though he be separated from some of his neighbors by an estuary, ought to have the privilege of passing from his home to another section of the town without paying tribute to any person or corporation; and then, again, complaint is made that the scholars of one ward can attend the highest grade of schools only by submitting to an onerous tax. On the other hand, it has been argued that if people choose to reside in East Boston, they make their election with a full knowledge of the incidental inconveniences which they will suffer, and further, that the expense of ferry toll is more than counterbalanced by the lower prices of real estate, and the cheaper rates of rent consequent thereon. The arguments on both sides have been urged very earnestly, and the City Council has acknowledged that an evil exists, and has attempted a remedy. Some time since, the avenue leading to the People's Ferry landing was purchased by the city. A further measure of relief is now proposed, in the form of a resolve providing for the purchase by the city of all the rights which the East Boston Ferry Company has in the Eastern Avenue, which extends from Commercial-street to the ferry slip; in the wharf, and all the slips and piers, and all buildings standing on said wharf; and also in certain similar property in East Boston, at a price not exceeding \$125,000; the purchase to be paid in cash or in city five per cent. scrip at the option of the authorities. The property is then to be leased to the Ferry Company at a nominal rent, the lessees to keep the same in repair at their own expense, and to give a bond with sufficient surety, as a guarantee that they will work the ferry for the term of ten years. The rates of toll are to be fixed by the Board of Aldermen. The resolutions passed the Board of Aldermen by a unanimous vote, and will shortly be acted upon by the Common Council.

The measure, if adopted, we suppose to be equivalent, so far at least as the Ferry

Company is concerned, to an annual subsidy of six per cent. on the value of the property sold; *i. e.* to \$7,500, and it will doubtless be a very acceptable addition to the income of the corporation. The expedient adopted by the Aldermen appears to be a compromise between the demands of the two bodies of extremists in the controversy — those who declare that the city ought to purchase the ferries and run them free, and those who aver that the East Bostonians are better able to pay the ferry tax than are the citizens of the peninsula to pay their heavy rents; and, if it is, as we suppose, a compromise, the probability is that while one party looks upon it as only the first step toward free ferriage, the other considers it a finality. Such is the case with most compromises of the kind. They bind only one side. It is quite unlikely, therefore, that the agitation of the ferry question will end with the adoption of this resolve. It may slumber, but only for a time, and when it revives, this one thing should be remembered: that while free ferries would scarcely increase, in any perceptible degree, the value of property in eleven wards of the city; while it would not add materially, or even noticeably to the means of those upon whom the principal weight of the burden would fall; the advantage to the land-holders, to the mechanics, to all who, in any direct way, depend on the local prosperity of East Boston for their business success, would be incalculable, — their share in the cost being almost infinitesimal.

And may not this lead us to ask whether the property owners of East Boston cannot better afford to establish a permanent subsidy twice as large as that we have named, than can the city, as a whole, afford to grant the aid she appears to be about to give? Jupiter has contributed of his strength; suppose the cartman should now put his shoulder to the wheel!

LEGISLATIVE PROCEEDINGS.

NEW-HAMPSHIRE. — The Legislature of New-Hampshire met at Concord, June 1st. Gov. Goodwin's message states that at the opening of the last year the State debt was \$91,084 61; \$18,708 14 has been paid during the year, leaving a balance of \$72,386 47. Of railroads, he remarks that if the money expended in building and equipping them was totally lost to the stockholders, the increased value of the property would more than pay for the investment, in view of which he suggests a discrimination in favor of non-paying roads. J. L. Tallock, of Portsmouth, was elected Secretary of State, and Peter Sanborn, of Concord, State Treasurer. Bills were introduced to repeal the "hawker and peddler act," and to refund moneys exacted by the courts for fines under the operation thereof; to establish town courts, and to incorporate a company to build a horse railway in the suburbs of Concord. The town court bill was lost, as was also a personal liberty bill, similar to that of Massachusetts. A bill entirely changing the judicial system of the State, by abolishing the Court of Common Pleas and enlarging the functions of the Supreme Court, was passed, under the operation of which several judges will be deprived of their offices. As there is some scandal afloat about the warden of the State Prison, an investigating committee was appointed.

RHODE ISLAND. — The General Assembly of Rhode Island met at Newport, June 1st, and continued in session during the three succeeding days, after which it adjourned to January next. The most exciting question before it was one relating to the election of Attorney General, the discussion of which was followed by the adoption of a resolution declaring that there had been no election by the people. Mr. Charles

Hart was thereupon elected to that office, and on the receipt of his declination, Mr. Jerome B. Kimball was elected in his stead. Mr. W. R. Walton was elected State Auditor. A bill was passed extending the time allowed for the organization of the Providence, Warren and Fall River Railway Company.

CONNECTICUT.—The Legislature adjourned on the 24th of June, after a session of seven weeks. No one of the constitutional amendments which were brought before it for consideration, received a majority of votes in either branch. The amendment extending the right of franchise to negroes was lost in the House by a vote of 49 to 143; that declaring that no city or town should have more than one representative, by a majority of 61 in a house of 225; and the one year amendment, requiring of foreigners a residence of one year in the State before they were allowed to vote, yeas 21 to 107 nays. The bill providing for a constitutional convention was rejected, yeas 106, nays 112; the opposition came mostly from the small towns, which oppose the proposed change in representation. A new military bill abolishing annual encampments, but retaining officers' drills, was passed.

MERCANTILE LAW.

THE New-England Courts do not furnish us much in the way of commercial law this month. Judge Merrick, of the Supreme Judicial Court of Massachusetts, sitting in Chambers a few days since, made a decision which may excite the fears of poor or fraudulent debtors, who have supposed that the Courts of Insolvency could relieve them from all their financial troubles. The case was one in which a debtor came before the Court by virtue of a writ of *habeas corpus*, praying to be discharged from arrest on an execution; and pleading, in bar, his discharge in insolvency. The arresting creditor had obtained a judgment against the debtor before the proceedings in insolvency were instituted, and had not presented his claim for proof to any creditors' meeting. After the discharge was granted, the plaintiff procured the execution upon which the arrest was made. The Court decided, adversely to the petitioner's plea, that the discharge might be impeached, not only for fraud, but for informality.

The Superior Court of the County of Suffolk has adjudicated upon a case of considerable interest to the large number of people throughout New-England who were policy holders in the People's Mutual Insurance Co., of Boston. It was an action brought by the receiver of that company, Mr. John A. Andrew, against Thomas G. Carson and another, to recover assessments on premium notes. The principal grounds of defence were, that the four persons, all of the name of Richardson, who, as directors, laid the assessment, were not legally in office, they having been chosen at a special meeting, in the call for which no notice of the proposed election was given; that the assessment was not laid in good faith, and was based on estimates for extraordinary sums for bad debts and the expenses of collection; and that the defendants were induced to insure with the plaintiffs' company by means of false representations of agents. The Court held that as it appeared on record that the plaintiffs were *de facto* the existing board of directors, the members of the company were bound by their acts; that the assessment must be laid in good faith, and with an honest intention to realize assets to be applied with reasonable and economical dispatch to the *bona fide* creditors of the Company. The jury returned a verdict for the plaintiffs. A motion for a new trial was subsequently granted on the ground of the interest of one of the jurors in the result of the case, and because, in the opinion of the Court, (Judge Nash presiding,) an addition of fifty or sixty-three per cent., as in evidence from different sources, to the *pro rata* assessment, on account of bad debts and expenses of collection, could not be justified.

COMMERCIAL AND MONETARY REVIEW.

THE past month has been marked by movements in the financial world which have had the effect of producing a conservative tone among merchants, and a feeling of uncertainty on the part of all who have had occasion to watch the curso of events. The exports of specie from the port of Boston have been very large since the 1st of May, as will be seen by reference to the statement published below; though as a very small amount was shipped in the four months immediately preceding, the export since January 1st has been less than that at the same time last year.

EXPORTS OF SPECIE FROM BOSTON.

During May, to England,	\$1,200,979
“ “ Africa,	10,000
“ “ Cape Haytien,	500
Total exports during May,	\$1,211,479
Total shipments the present year, to May 1st, five months,	\$1,727,640 95
Same time last year,	2,175,197 75
Decrease,	\$447,546 80

SHIPMENTS OF SPECIE SINCE MAY 31st.

To England, per Canada, June 1st,	\$1,268,514 61
To England, per Western Empire, June 13th,	410,000 00
Total since May 31st,	\$1,678,514 61
The total export of specie from the country the present year is, however, extraordinarily large. The last statement for the port of New-York is as follows:—	
Export of specie for the week ending June 25th,	\$ 1,620,371
Previously reported,	31,431,107
Total since Jan. 1st,	\$33,051,478
In the same time last year the export was	12,146,639
Increase,	\$20,904,839

This state of things is certainly enough to incline to caution. Our exports of merchandise are very limited, as the statement appended will show.

EXPORTS, INCLUDING SPECIE, FROM THE PORT OF BOSTON, FOR FIVE WEEKS.

For the week ending May 26th, American,	\$173,292 93
Foreign,	73,126 34
Total,	\$181,148 43
For the week ending June 3d, American,	\$1,679,421 33
Foreign,	7,855 50
Total,	\$1,752,547 67
For the week ending June 10th, American,	\$75,722 04
Foreign,	9,292 27
Total,	\$85,014 31
For the week ending June 17th, American,	\$681,621 95
Foreign,	117,495 92
Total,	\$799,117 87

For the week ending June 24th, American,	\$557,778	34
Foreign,	50,204	09
Total,		\$608,032 43
Total for five weeks,		\$3,425,860 71

The export list for New-York, exhibits a very marked contrast with that of last year. For instance, the shipment of corn from that port during the first six months of 1859 was 101,386 bushels against 1,225,982 bushels in the same time last year; the shipment of wheat has gone down from 1,037,389 bushels to 21,916 bushels; and that of flour from 706,486 bbls. to 302,114 bbls. in the same time. Other items exhibit similar results, though in those above-mentioned, the contrast is most striking. It cannot be said that this small export is caused by a limited production. The reverse is notoriously the fact. We have produced enough to send forward, whenever it can be shipped at a profit.

Let us take a brief review. In the last days of January, the loans of the New-York City Banks—(and we take the New-York Banks as an illustration, because they usually represent the general financial condition of the country,)—had reached, in round numbers 129½ millions of dollars; February 5th it was something over 130 millions. From that time until last of May the loans ranged between 127 and 129 millions. Since that date the discount line has been constantly curtailed, in an endeavor to reduce it to 120 millions. It now stands at \$121,744,000. It is apparent, therefore, that our currency was inflated in the first months of the present year, and we think it equally evident that money was cheapened at the expense of our staple productions, the price of which advanced as the supply of that with which they must be paid for,—increased,—as every man who has occasion to pay, directly, for produce has had painful occasion to know. Our importations are large; there is a great demand for specie in continental Europe; and when money is in demand abroad and we have a plethoric currency at home—paper or otherwise—it is evident that our coin will seek the best market. Suppose that the loans of the New-York Banks had been restricted during the last six months to 120 millions, the currency of the whole country being limited in the same proportion, and that the currency of Continental Europe had exceeded the demand as much as did our own, who can doubt that our produce would have gone forward to a good market? The fact is simply this, that in the first quarter of the present year, the banks proceeded too large a stock of their wares, so to speak, making money too cheap, and the shipment of specie, in the second quarter is the legitimate consequence. If our reasoning is correct, a curtailment of operations on the part of the banks, if persisted in, will change the condition of our finances.

It has been far from our intention, in these remarks, to enter upon a war against the banking system. We have objected only to an expansion which tends to bring us into greater trouble than we are apt to suppose. We are glad to see that the back track has been taken.

IMPORTS AT THE PORT OF BOSTON FOR FIVE WEEKS.

For the week ending May 27th, From England,	\$523,015
“ “ “ “ “ other countries,	501,114
Total,	\$1,114,129
For the week ending June 3d, From England,	\$75,364
“ “ “ “ “ other countries,	645,745
Total,	\$721,109

For the week ending June 10th:—From England,	368,319	
“ “ “ “ From other countries,	282,390	
Total,		650,709
For the week ending June 17th:—From England,	504,041	
“ “ “ “ From other countries,	610,774	
Total,		1,114,815
For the week ending June 24th, From England,	424,758	
“ “ “ “ From other countries,	582,890	
Total,		1,700,648

Total imports for five weeks, \$4,608,410

The imports for the corresponding term last year were severally:

\$670,990
476,783
506,333
735,029
631,660

Total, 3,020,795

Increase, \$1,587,615

The rate of exchange on England, at the close of the month, is quoted at 10 to 10½ for banker's bills at sixty days. We are inclined to believe, though some may suppose the wish to be father to the thought, that the rate will soon be reduced. The demand for money is increasing, and securities are sharply scrutinized. There is a degree of languor in stock transactions worthy of note, as showing that we are becoming cautious.

Business generally has been very quiet during the past month, but our manufacturers not being loaded with excessive stocks, a fair business is looked for as the fall trade opens. The trade-sales at Boston this month will doubtless give an impulse to the various branches of industry.

The success of some of our manufacturing companies is shown in the list of dividends hereto appended. Of the companies which do not pay dividends, the Pacific (of Lawrence, Mass.) is reported to have been remarkably successful. Its net earnings in six months amounted to \$170,000, all of which goes to the reserve fund. The Middlesex Mills have also made fair earnings. The receivers are making satisfactory progress in settling up the affairs of the Bay State Mills.

We note the following dividends declared during the month:

DIVIDENDS.

Russell Mills Company, (payable June 1st)	\$8 ¼ share.
Atlantic Mills, Lawrence,	3 ¼ cent.
Otis Manufacturing Company,	4 ¼ cent.
Cocheco Company,	\$3 ¼ share.
Appleton Man'g. Co., Lowell, (largest dividend since 1846.)	\$40 ¼ share.
Douglass Axe Company,	5 ¼ cent.
Bates Manufacturing Company,	5 ¼ cent.
Manchester Print Works,	5 ¼ cent.
Stark Manufacturing Company,	4 ¼ cent.
Lancaster Mills,	4 ¼ cent.

Contoocook Manufacturing Company,	4 $\frac{1}{2}$ cent.
Parker Mills, Wareham,	4 $\frac{1}{2}$ cent.
Providence & Worcester Railroad Company,	3 $\frac{1}{2}$ cent.
Boston & Providence Railroad Company,	3 $\frac{1}{2}$ cent.
Boston & Worcester Railroad Company,	3 $\frac{1}{2}$ cent.
Boston & Maine Railroad Company,	4 $\frac{1}{2}$ cent.
Fitchburg Railroad Company,	3 $\frac{1}{2}$ cent.
Old Colony & Fall River Railroad Company,	3 $\frac{1}{2}$ cent.
Stoughton Branch Railroad Company,	3 $\frac{1}{2}$ cent.
Worcester & Nashua Railroad Company,	\$2 $\frac{1}{2}$ share.
Motropolitan Horse Railroad Company,	\$2.50 $\frac{1}{2}$ share.
Boston & Lowell Railroad Company, (regular)	3 $\frac{1}{2}$ cent.
Do., on settlement with upper roads,	1 $\frac{1}{2}$ cent.
Western Railroad Company,	4 $\frac{1}{2}$ cent.
North American Fire Insurance Company,	5 $\frac{1}{2}$ cent.
United States Insurance Company,	5 $\frac{1}{2}$ cent.

The receivers of the Hancock Bank, of Ellsworth, Me., announce a dividend of twenty-five $\frac{1}{2}$ cent. on claims allowed.

We give below the totals of the Massachusetts and Boston Bank statements:

SYNOPSIS OF BOSTON BANK RETURNS.

Week ending	Capital Stock.	Loans and Discounts.	Specie in Bank.	Due from other Banks.	Due to oth. Banks.	Deposits.	Circulation.
May 30,	\$34,521,700	57,318,243	6,874,339	7,549,033	7,289,128	20,769,103	6,664,483
June 6,	35,021,700	57,430,695	6,738,384	7,552,924	7,090,725	20,718,977	7,009,818
June 13,	35,050,933	57,912,199	6,672,767	6,778,657	6,865,611	20,118,426	6,863,659
June 20,	35,169,900	58,203,731	6,453,596	7,460,245	7,134,285	20,229,249	7,082,781
June 27,	35,112,067	58,474,300	6,180,858	6,663,773	7,099,339	19,878,006	6,552,901

CONDITION OF THE COUNTRY BANKS OF MASSACHUSETTS.

For 5 wks. } end, June 4 }	Capital Stock.	Loans and Discounts.	Specie in Banks.	Balance in oth. Banks.	Due to oth. Banks.	Deposits.	Circulation.
	\$28,687,500	47,907,915	1,784,921	4,608,426	5,129,611	8,661,843	14,958,755

The annual report of the Eastern Railroad Company has been published, in anticipation of the meeting of the stockholders next month. The year's business closed May 31st. The total receipts of the road have been \$663,135,29; expenditures, \$343,609,95. Balance, \$319,525,34. From this sum deduct interest paid and accrued, \$124,15,21, and we have the net earnings—to wit, \$195,537,13, which is a gain of \$57,333,21 over last year's business. The gain increased in the last six months. The expenditures upon bridges amounted to \$40,304,32. The floating debt of the company has been reduced during the year \$100,735,14, and the funded debt \$75,000.

Two companies have obtained charters for horse railways to compete with this road—one from Chelsea over the Salem turnpike to Lynn, and the other (the "Clif-tondale") from Chelsea or Malden to West Lynn, on the line of the Saugus Branch. These facts move the directors to discuss the horse railways and the duties of steam railroad companies to themselves and the public, in view of this new competition. After glancing at the history of the commutation ticket system, the report proceeds thus:—

"The great advantage to railroads from the season-ticket travel, and the compensation for the large amount of accommodation afforded it at extremely low rates of fare, are commonly understood to be derived mainly from the additional patronage brought to the roads at full fares from the families and connections of season-ticket passengers. But if horse-railroads are to be established, to draw off that class of passengers who pay full fares, leaving to the steam-trains only the season-ticket passengers, it is to be considered whether the steam-railroads will not have to meet the emergency by discontinuing season-tickets altogether—at least to all points reached by the horse-car—charging to all alike, a rate between the present season-ticket and

transient rates, and so as to meet the competition of the horse-cars—which of course must be met in some form whenever it comes, at whatever cost."

Perhaps it may be a question whether horse-railway competition is to be dreaded by steam railroads at all. It would not be wonderful if it should appear that, whenever a horse railroad is built to compete with the Eastern Railroad, the latter should be the gainer. The villages on the line of the road between Lynn and Boston, are far from being densely populated, and if, in consequence of increased accommodations furnished by horse railways, those villages shall become as prosperous as the villages within the same distance of Boston, on other roads are, it will be strange if the steam railroad was not in some measure benefited by it.

The annual report of the directors of the Northern Railroad Co. shows that their income, from passengers and freight, has somewhat fallen off from last year. The net earnings of the road during the year were \$153,833,70. Bonds have been issued to the amount of \$17,400, making the whole issue thereof \$385,200. Bonds purchased during the year, \$51,000; previously paid, \$34,700. Bonds now outstanding, maturing in 1860, '64 and '74, \$297,500. The expenses of the company have been lessened to a considerable extent, so that, notwithstanding the falling off in receipts, the net income has been increased over that of last year, to the amount of \$26,215,87. The Old Colony, Boston and Providence, and Fitchburg Railroad Companies, it is reported, have recently invested a portion of their surplus in their own stock, which they have purchased at auction sales and at the Brokers' board.

The Norwich and Worcester Railroad Company will shortly go into the market as purchasers in advance, of their own bonds.

The Annual Meeting of the Essex Company was held May 31. It appears by the Treasurer's report that the receipts for the year were:—

Capital stock, . . .	\$1,084,200,00
Balance of profit and loss, . . .	19,326,33
Bills payable, . . .	142,500,00
	<hr/>
	\$1,246,026,33

of which \$660,000 is invested in real estate, of which \$439,899,60 is in land, for sale on the north side of the river, exclusive of mill sites, and \$158,117,51 in the central mill site. The personal property of the company amounts to \$53,161,83, of which \$49,900 is represented by 499 shares in the Essex Company. The money assets are stated at \$519,910,26, which is divided as follows:—

Bills receivable, . . .	\$43,429,32
Bills received by mortgages, . . .	133,077,37
Cash, . . .	6,982,15
Mill leases, . . .	332,916,67
Other assets, . . .	3,505,05
	<hr/>
	\$519,910,56

The interest account, which last year exhibited a balance against the company, now shows that under that branch more money has been received than paid. The expense account has also been considerably reduced.

The bridge has been repaired at an expense of \$14,600,40, of which amount \$7,914,97 was charged to profit and loss account, and the balance to the valuation of the bridge, the worth of which is now estimated at \$26,000, considerably less than a new bridge could be built for. The amount of land sold during the year was \$18,253,087, of which \$12,200 was paid in stock of the company, 6,053,08 in

cash and notes. Business in Lawrence is reviving, and the stockholders are assured that a good prospect is before them.

COTTON GOODS.

The following table shows the export of cotton goods from the port of Boston during the past six months, as compared with the business of the previous five years:—

<i>Exports for the month ending May 21st.</i>		
	Pack'gs.	Value.
To East Indies, . . .	3,185	\$167,976
" Rio Janeiro, . . .	160	9,430
" Sandwich Islands, . .	53	4,484
" Australia, . . .	9	1,500
" Africa, . . .	147	8,981
" Surinam, . . .	5	360
" Hayti, . . .	102	8,587
" Provinces, . . .	249	10,098
Total for the month, . .	11,913	\$211,306
" January, . . .	1,188	73,188.36
" February, . . .	1,417	82,233.75
" March, . . .	2,038	164,225.44
" April, . . .	2,806	148,963.68
Business of five months, .	11,913	681,917.18

Same time in 1858, . .	11,418	612,502.94
" " 1857, . .	12,200	730,551.11
" " 1856, . .	19,888	1,081,906.47
" " 1855, . .	9,146	493,283.20

The following figures show the export for the first three weeks of June;—

			Packages.
To East Indies, week ending June 10th,			100
" " " " 17th,			160
" " " " 24th,			550
" Rio Janeiro, " " 10th,			147
" " " " 24th,			25
" Provinces, " " 10th,			26
" " " " 17th,			34
" " " " 24th,			3
" Smyrna, " " 17th,			200
" Hayti, " " 17th,			16
" " " " 24th,			27
" Honduras, " " 24th,			40
" Africa, " " 24th,			6
Total, three weeks,			1,334

DIVIDENDS.

WE have given elsewhere statements of the dividends declared within the time represented by the present number of this Magazine. We present below, as a matter of record worthy of preservation, the record of dividends declared this season, prepared by Joseph G. Martin, stock broker, of Boston.

The whole of the dividends are payable in July at the date given in the Magazine. The Berkshire Railroad is quarterly: the Boston and Sandwich Glass Company, Chicopee, Middlesex and Salmon Falls Manufacturing Companies pass their July dividends, as also the Michigan Central Railroad. The dividends are all payable in this city excepting the Providence and Worcester Railroad, at Providence, R. I., the Worcester and Nashua, at Worcester, and Stoughton Branch at Canton, Mass., at the several Treasurers' offices.

Among the Railroads, the Boston and Maine has increased its dividend $\frac{1}{2}$ per cent. Stoughton Branch $\frac{1}{2}$; Boston & Lowell $\frac{1}{2}$ per cent. besides paying $1\frac{1}{2}$ per cent. extra as receipts from "disputed accounts."

Manufacturing Companies have done remarkably well and shown quite a large

increase over January last, although many of them had, at that time, paid much better than in the previous six months. The share holders, who receive these good dividends, will, however, find the average much reduced when the omissions of former times are taken into account. The Bates has increased two per cent. on its regular dividend, having in January divided three per cent. in cash and 10 per cent. in stock. The Cocheco increases \$5 per share, Contoosook pays 4 and the Dwight 5 $\frac{1}{2}$ cent. against nothing in January; the Douglass Axe Company 2 per cent. increase; Lancaster Mills \$1.50 per share, equal to 1 per cent.; Lowell \$10 per share and the Manchester Print Works 1 per cent. The January dividend of the Hill Mill was paid in stock at par.

The Old Colony Railroad bonds, having been all paid off, disappear from our list. Interest on a portion of the Eastern Railroad 5 per cent. bonds, due in 1862, originally negotiated in London, is now payable here. The Michigan Central will pay in cash \$256,000 of bonds maturing July 1st, which swells the total bond account.

RAILROAD COMPANIES.

Payable.	Stock.	Capital.	Dividends.		Amount.
			Jan. '59.	July '59.	
July 11,	Berkshire,	320,500	1 $\frac{3}{4}$	1 $\frac{3}{4}$	5,609
" 1,	Boston and Lowell,	1,830,000	3	*5	91,500
" 1,	Boston and Union,	4,155,700	3 $\frac{1}{2}$	4	166,228
" 1,	Boston and Providence,	3,160,000	3	3	94,800
" 1,	Boston and Worcester,	4,500,000	3	3	135,000
" 1,	Fitchburg,	3,540,000	3	3	106,200
" 1,	Metropolitan, (horse,)	450,000	5	5	22,500
" 1,	Middlesex,	295,100	4	4	11,804
" 1,	Old Colony and Fall River,	3,015,100	3	3	90,453
" 1,	Pittsfield and North Adams,	450,000	3	3	13,500
" 1,	Providence and Worcester,	1,550,000	3	3	46,500
" 1,	Stoughton Branch,	85,400	3	3 $\frac{1}{2}$	2,989
" 1,	Taunton Branch,	250,000	4	4	10,000
" 5,	Western,	5,150,000	4	4	206,000
" 11,	Worcester and Nashua,	15,220 shares	\$2	\$2	30,440
Total,					1,033,523

* $3\frac{1}{2}$ Regular, $1\frac{1}{2}$ Extra.

MANUFACTURING COMPANIES.

Payable.	Stock.	Capital.	Dividends.		Amount.
			Jan. '59.	July '59.	
July 1,	Bales, (Lewiston, Me.,)	800,000	3	5	40,000
" 1,	Cocheco,	2,000			60,000
" 1,	Contoocook,	140,000	0	4	5,600
" 1,	Douglas Axe,	300,000	3	5	15,000
" 1,	Dwight Mills,	1,700,000	0	3	51,000
" 1,	Hill (Lewiston, Me.,)	400,000	11	5	20,000
" 1,	Jackson, Nashua, N. H.,	600,000	2	2	12,000
" 1,*	Lancaster Mills, (p. 450)	2,000 shares	\$12 $\frac{1}{2}$	\$18	36,000
" 1,	Lowell,	2,900 shares	\$30	\$40	116,000
" 1,	Lowell Bleachery,	300,000	5	5	15,000
" 1,*	Manchester Print Works,	1,800,000	4	5	90,000
" 1,	Nashua,	1,000,000	3	3	30,000
" 1,	Naumkeag,	700,000	5	5	35,000
" 1,	Stark Mills,	1,250,000	4	4	50,000
Total,					575,600

* Payable on demand.

Payable.	Interest on Bonds.	Capital.	Dividends.		Amount.
			Jan. '59.	July '59.	
July 1,	Albany 6s, West R. R.,	1,000,000	3	3	30,000
" 1,	Boston City Stocks,	interest			135,000
" 1,	Boston, Concord & Mont'l R. R. . . .	about			11,000
" 1,	Boston and Providence,	about			3,000
" 1,	Boston and Worcester,	500,000	3	3	15,000
" 1,	Cambridge Horse Railroad,	150,000	3	3	4,500
" 1,	Cheshire,	700,000	3	3	21,000
" 1,	Dorchester and Melton,	25,000	3	3	750
" 1,	Eastern R. 5s, 62 in part,	150,000	2 $\frac{1}{2}$	2 $\frac{1}{2}$	3,750
" 1,	Essex, R. R.,	213,600	3	3	6,408
" 1,	Massachusetts State,	interest			2,500
" 1,	do. Eastern R. Loan	interest			8,750
" 1,	do. Nor. & Wor. R. Loan	400,000	3	3	12,000
" 1,	Michigan Central,	interest			12,000
" 1,	Michigan Central,	principal			256,000
" 1,	Peterboro and Shirley,	40,000	3	3	12,000
" 1,	Portland City 6s,	about	3	3	15,000
" 1,	United States Loan,	about			25,000
" 1,	Vermont and Mass. Railroad,	1,000,000	3	3	30,000
Total,					592,858

July 1,	Miscellaneous.	Capital.	Dividends.		Amount.
			Jan. '59.	July, '59.	
" 4,	American Insurance Co., .	300,000	10	10	30,000
" 1,	East Boston Dry Dock, .	250,000	2	3	75,000
" 1,	Franklin Insurance Co., .	300,000	6	5	15,000
" 1,	North American Ins. Co., .	200,000	5	5	10,000
" 1,	United States Hotel Co., .	208,000	3	3	6,255

RECAPITULATION.

Miscellaneous,	68,755
Insurance on bonds,	592,858
Manufacturing dividend,	575,600
Railroad dividend,	1,033,523
Total for July, 1859,	2,270,736
" Jan., 1859,	2,435,342
" July, 1858,	1,834,236
" Jan., 1858,	1,908,732

There are other Companies that will reach dividends about this time, which are not yet officially declared — among which are the Boston Exchange Company (quarterly), Firemcns' Insurance Company, Hamilton Woolen Company, Salisbury and Massachusetts Mill Manufacturing Companies. Also the Boston and Roxbury Mill Corporation, and New-Bedford and Taunton Railroad Company.

The following dividends have either been paid recently, or are now payable.

	CAPITAL.	DIV.	AM'T.
Appleton Man'g Co.	\$600,000	5	\$ 30,000
Hamilton do	1,200,000	4	45,000
Menewock do	2,500,000	5	125,000
Pallumpaic R. R.			
Bonds	725,000	3	21,750
Portland & Saco			
R. R. div	1,500,000	3	45,000

The total of dividends for July is much larger than one year ago, but about the average previous to that time. The increase is principally by manufacturing Companies and a few of the Railroads.

MONTHLY SUMMARY OF GENERAL INTELLIGENCE.

Manufacturing Companies.

RESUMED.—The Manchester (N. H.) Iron Manufacturing Company has resumed business.

RESUMED.—The Pacific Factories at Falmouth have been repaired, and operations have commenced under the superintendence of Mr. Garrett Corgan, of Worcester.

BAY STATE MILLS.—The receivers have rendered their final account upon which a hearing is to be had before the Supreme Judicial Court, at Boston, July 11th.

PHOTOGRAPHY.—The photographic art has been applied to the purpose of calico printing at the Manchester Print works.

DESTROYED BY FIRE.—The Rutland (Vt.) Iron Foundry and Machine Shop was destroyed by fire, June 2nd. Loss about \$30,000.

BOUNTY TO MANUFACTURERS.—The City Council of Gardner, Me., has accepted the act of the Legislature exempting cotton and woolen mills from taxation.

EAST BOSTON SUGAR REFINERY.—Some disastrous developments in the affairs of this Company were made at the special meeting.

A Committee, recently appointed, reported the liabilities of the Company to be \$446,000 against assets amounting to \$210,000, exclusive of the Real Estate and fixtures, showing a deficit of \$236,000. The liabilities were reduced \$130,000 in the thirty days previous by the payment of notes. Messrs. D. Boyden, S. A. Dresser, William Thomas, C. W. Brown and Richard Soule were appointed a Committee to devise some means of extricating the Company from its embarrassment. It is understood that the stockholders do not all agree to this statement of affairs. At an adjourned meeting held June 27th, three propositions—to wit: to sell out-right for cash; to mortgage; and to form a new Company composed of the present stockholders, to advance new capital and proceed with the business;—were discussed for three hours without, however, leading to any particular result. The meeting adjourned after instructing the directors to call a meeting of the creditors. It appears from the report of the investigating committee that by continuing work in a time of general business paralysis, accumulating a large stock of refined sugar, at extremely high prices for the raw material, the Company lost at least \$100,000; other

losses, as \$43,000 by importations and \$7,000 by shipments, are also mentioned. The committee are of opinion, notwithstanding the result of this experiment, that the business of sugar-refining, if conducted with reasonable diligence and foresight, may be made remunerative.

LAWRENCE COMPANY.—In one week of last month, this Company manufactured 392,000 yards of cotton cloth, being the largest quantity it has yet turned out in the same length of time. The average has been about 360,000 yards.

WASHINGTON MILLS.—At an adjourned meeting of this Corporation held June 1st, a report of the proceedings of the Board of Directors on the work of liquidation of the outstanding liabilities of the Bay State Mills was received. It appears therefrom that the amount of claims capitalised is over.....\$2,197,948 21
Less 25 per cent.—cash dividends and fractions of shares.....\$547,948 21

\$1,650,000 00

The capital represented in this corporation is—

Mills, Machinery, Real Estate and franchise.....\$1,050,000
Cash and assets equivalent to cash.....\$1,650,000

\$600,000

It was voted that the capital of the Company be established at the above-named sum, and that the value of shares be \$100 each. The articles of agreement with the Bay State Mills were adopted as the basis of the operations of the new Company.

Railroads.

ANNUAL MEETINGS.—The Nashua & Lowell Railroad Company re-elected the old Board of Directors, May 26th. The like action was taken by the Wilton Railroad Company, on the same day, and by the Manchester and Lawrence Railroad Company on the succeeding day. The Boston, Concord & Montreal Railroad Company also sustained its old board of officers at its meeting May 30th. Hon. Josiah Quincy was re-elected president, Jan. 2nd. The Portland, Saco & Portsmouth Railroad, (under lease to the Eastern R. R. Company) will be managed, the coming year, by its old board of Directors. So decided June 12. The Boston and Chelsea (horse) Railroad Company confirmed its former government in power at the annual meeting June 7th. At the fourteenth annual meeting of the Northern Railroad Company at Concord, N. H., May 27th, Directors were elected

and other important business was transacted. The Connecticut River Railroad Company re-elected its old board of officers on the same day.

FORECLOSURE.—Messrs. McKen, Patten and Hagar, Trustees under mortgage bonds of the Kennebec & Portland Railroad, give notice of their intention to foreclose, the coupons not having been paid. The mortgage was made Oct. 15th, 1852.

VERDICT.—In the suit for damages for personal injuries brought by Amasa Seavey vs. the Boston and Maine Railroad Company, the defendants obtained a verdict.

COAL FOR LOCOMOTIVES.—The Boston & Providence Railroad Company report that they save 65 per cent. by the use of coal instead of wood in locomotives. Nineteen hundred pounds of coal, value \$5.50, furnishes as much power as two cords wood valued at \$12. Other roads relate a similar experience.

NEWBURYPORT RAILROAD.—The Newburyport R. R. is steadily gaining business. Its receipts are now from forty to fifty per cent. more than they were a year ago.

HORSE RAILROADS.—The Chelsea Horse Railway Company appears to be in a prosperous condition. On the day of its annual meeting, June 7th, it had \$175 on hand and no debts. The West Cambridge Road was opened June 18th. The Lynn and Boston Railway Co. are endeavoring to secure the acceptance of their charter by the city authorities of Lynn.

PASSUMPSIC RAILROAD.—The \$10,000 required to be subscribed to commence the work on this Road has nearly all been raised and the grading will be commenced immediately.

AROOSTOOK RAILROAD.—The people of Maine have voted against adopting the act, referred to them by the Legislature, granting aid to the Aroostook Railroad. The vote on the proposed line of the Road was largely in favor of the project, but the majority was overcome in other sections of the State.

Insurance Companies.

HARTFORD FIRE INSURANCE Co.—At the annual meeting of this Company which was held at Hartford, Ct., on the 2nd of June, it appeared that the assets of the Co. amount to \$870,813; that its losses remaining unpaid, amounted to \$29,673. Surplus, \$340,640. A dividend of ten per cent. has been declared.

ÆTNA FIRE INSURANCE COMPANY.—The annual meeting of this Company was held at Hartford on the same day. Its assets

amount to \$1,893,240. Unpaid losses, \$36,000; Surplus over pledged Capital (\$1,000,000,) \$807,000. The old Board of Directors was re-elected.

Various Corporations.

BOSTON EXCHANGE Co.—The annual meeting of this corporation was held June 13th. The following named gentlemen were chosen officers for the ensuing year:—Directors—J. Thomas Stephenson (President), Thos. Wigglesworth, Francis Brooks, Peter C. Brooks, Matthew Matthews, Peter R. Dalton, James McGregor; Treasurer and Clerk—Francis Cabot.

MERCANTILE LIBRARY ASSOCIATION OF BOSTON.—At the annual meeting of this Corporation, held June 15th ult., officers were elected as follows:—President, John H. Pillsbury (re-elected); Vice President, H. H. Kimball; Corresponding Secretary, D. Webster Evans; Recording Secretary, M. Freeman, Jr.; Treasurer, Henry C. Richards; Directors, Albert D. Day, Jr., Lyman M. Shedd, B. W. Seaver, William J. Seaver, Jr., S. A. Foule, James M. Pomeroy, John B. Richards, J. S. Boynton; Lecture Committee, John S. Foster, William H. Ellison, Frank T. Bemis. It is proposed to hold a Fair in aid of the permanent fund of the Association.

ESSEX COMPANY.—The annual meeting of the Essex Company (the Land Company of Lawrence,) was held on the 31st of May. The officers were re-elected, and the Treasurer's report, which is mentioned in our commercial review, was presented.

Business Items.

MARTHA'S VINEYARD.—The shoe business has been established at Edgartown, Mass., and, it is reported, with a good prospect of success.

DOVER, N. H.—A schooner of 100 tons was launched at this place a few days since,—the first vessel built there for many years.

FISHING.—The market being bare, mackerel fishermen have a good prospect before them. The vessels which made a "Southern trip" were generally quite successful.

AGRICULTURAL.—It is said that the farmers of Maine have planted more seed in the present than in any previous year.

SHOE BUSINESS AT NASHUA, N. H.—The shoe business has been established at Nashua by a gentleman from Middleton, Mass., who employs fifty workmen; and

another manufactory will shortly be established.

BOSTON P. O.—The Boston Post-Office was "carried home" to State-street on the 4th of June. It was absent about three months.

Educational.

MECHANICS' UNION.—A Mechanics' Union has been formed in Bath, Me., with a view to the ultimate establishment of a library and other aids to intellectual improvement.

MEDICAL.—The medical lectures of Bowdoin College closed May 24. Twelve new doctors were the result of the course.

MAINE STATE SEMINARY.—The affairs of this institution are reported to be in a thriving condition. \$2,200 will free it from debt.

CIRCULATING LIBRARY.—Phillips, Sampson & Co. have established a new general circulating library at Boston.

WESLEYAN UNIVERSITY.—The commencement of the Wesleyan University, at Middletown, Conn., occurred June 22. Mr. Edwin Percy Whipple, of Boston, delivered before the Literary Societies, an oration which is very highly spoken of. Mr. Thomas Baldwin Aldrich of New York, read a poem which excited less flattering criticism. A committee of the trustees decided a new college building to be necessary, and Messrs. Isaac Rich of Boston, and Daniel Drew of New-York, members of the committee, encouraged the adoption of their report by subscribing \$5,000 each—the total being one-fifth the sum necessary. The erection of the new edifice may be considered assured.

MAINE LAW.—The City Marshal of Rockland, Me., seized \$7,000 worth of contraband liquors a few days since. The people of Newburyport received one of their fellow citizens with a procession headed by a band of music, and gave him a public dinner on his return from the House of Correction, where he had been incarcerated four months for violating the liquor law.

NAVAL.—The U. S. frigate Minnesota arrived at Boston from China, May 28th. Two of her crew were killed in Boston within a week, one by a fall from a window, the other in a street fight.

EARLY CLOSING.—The dry goods jobbing houses of Boston have agreed to close their stores at three o'clock, P. M., on Saturdays, from June 1st to October 1st.

FIRES.—At Concord, N. H., June 12th, the Norriss bakery, the old Congregational Church and other buildings were destroyed—loss \$20,000. Property to the same amount, in Springfield, Vt., was destroyed May 31st. At South Middleboro', May 27th, Benson & Smith's Sawing Mills, the Cape Cod R. R. Station and the Post-Office were destroyed by fire—loss, Benson & Smith \$7,000, Cape Cod R.R. Co. \$2,000. At Rutland, Vt., June 2nd, the foundry and machine shop owned by the Brandon Iron and Car-wheel Company, and occupied by Bowman and Mansfield, was destroyed—loss estimated at \$15,000, which is one-half covered by insurance. June 4th, the stores Nos. 17, 19 and 21 Water-street, Boston, were damaged by fire. The occupants were chiefly printers and mechanics—loss supposed to be upwards of \$6,000. June 22nd, the Market house, at Lowell, was badly damaged, causing a loss to the city of about \$5,000. Early in the morning of the 8th of June, a fire broke out in the stable of the Mansion House, Salem, which rapidly extending, destroyed that hotel and stable and twenty-eight other buildings, causing a loss of about \$100,000. Many valuable horses were burned in the stables. A hostler, who lodged in the Mansion House, perished in the flames.

ROBBERY.—A bank book containing \$600, which was left on the counter of the Traders' Bank, Boston, June 18th, by a customer who couldn't wait to see that it was received by the official, was stolen by some person in the crowd.

BENEVOLENCE.—The fund raised in Boston for the relief of the sufferers by famine at Fayal, amounts to \$10,000.

PAUL MORPHY.—This most distinguished of chess knights was entertained by the Boston Chess Club on the evening of the last day of May; a senator, a chief justice, and several Harvard Professors united to do honor to the young champion of the great scientific game.

COUNTERFEITS.—Some counterfeiters realized a snug fortune in the last week of May, by putting in circulation a large amount of forged \$100 bills purporting to be issued by the Brighton Bank.

PROVIDENCE, R. I.—The municipal government of this city was organized June 6th. Jabez C. Knight was inaugurated in the office of Mayor. Stephen Waterman was elected President, and Albert G. Greene, Clerk of the Common Council.

Appointments.

MASSACHUSETTS SUPERIOR COURT.—Gov. Banks appointed as justices of the Superior Court:—Charles Allen, of Worcester, (chief justice); Julius Rockwell, of Pittsfield, Otis P. Lord, of Salem, Marcus Morton, Jr., of Andover, Ezra Wilkinson, of Dedham, John Phelps Putnam, of Boston, Henry Vose, of Springfield, Seth Ames, of Cambridge, Lincoln F. Brigham, of New Bedford, Thomas Russell, of Boston.—Messrs. John A. Andrew and James D. Cott declined, and Messrs. Putnam and Brigham were appointed instead. The new court goes into operation July 1st, displacing the Common Pleas and old Superior and Municipal Courts.

BOSTON.—George D. Wells, of Greenfield, has accepted the appointment of Judge of the Police Court, *vice* Thomas Russell, promoted.

CLERK OF COURTS.—John Q. A. Griffin, of Malden, has received, at the hands of the Judges of the Supreme Judicial Court, the appointment of clerk of the courts for Middlesex County, Mass., *vice* Seth Ames, appointed to a Judge-ship.

INSPECTOR OF LEATHER.—Francis Butters, of Haverhill, Mass., has been appointed a Deputy Inspector of Sole Leather.

INSPECTORS.—The Governor of Massachusetts has appointed Ira Chase, of Boston, an Inspector of the State Alms House at Bridgewater, and George M. Fish, of that at Monson.

BANK COMMISSIONER.—Gov. Banks has nominated Mr. Forbes, of Fall River, to be Bank Commissioner, in place of Mr. Sam'l. H. Walley, who resigned on accepting the Presidency of the Revere Bank of Boston. The council have not yet confirmed the nomination.

LAND AGENT.—Willard A. Harrington, of Brighton, has been appointed State Land Agent for Massachusetts.

TRUSTEE.—Mr. Edward Dickinson, of Amherst, has been appointed Trustee of the State Lunatic Asylum, located at that place, *vice* Dr. Luther V. Bell, resigned.

REPORTER.—W. E. Chandler has been appointed reporter of decisions of the Supreme Court of New-Hampshire, in place of George G. Fogg, resigned.

Deaths.

BANCROFT.—While traveling in the cars of the Vermont Central Railroad, Mr. John Bancroft, of the house of Otis, Bancroft & Co., of Boston.

BREED.—At Lynn, Mass., Hon. Isaiah

Breed, one of the oldest and most respected manufacturers of the place; President of the Lynn Mechanics' Bank, and formerly a director of the Eastern Railroad. Mr. Breed had also frequently served his town as a legislator.

FISKE.—At Charlestown, N. H., Gaiah Fiske, President of the Wesleyan University.

PERRY.—At Boston, Rev. Mr. Perry, (Baptist,) of South Thomaston, Me.

SUMNER.—At Boston, Timothy Allen Sumner, late a member of the Board of Aldermen.

WHIPPLE.—At Coventry, R. I., Thomas Whipple, ex-Judge, and late Governor of the State.

NEW PATENTS,

Granted to New-England Inventors.

For week ending May 24.

Arthur Gray, Naples, Me.; improved washing machine.

Elnathan Sampson, St. Johnsbury, Vt.; improvement in platform scales.

Francis M. Strong and Thomas Ross, Brandon, Vt.; improvement in weighing scales.

Washington Burnham, Essex, Mass.; improvement in ox yokes.

A. Hadley, Lynn, Mass.; improved machine for filing saws.

Timothy Newhall, Lynn, Mass.; improved method of dressing kid skins.

John S. Shattuck, Malden, Mass.; improvement in machines for cutting soles.

Edward Spalding, Westboro', Mass.; improvement in friction pulleys.

James A. Stoddard, Milford, Mass.; improvement in mechanism for varying speed.

John Thompson, Marblehead, Mass.; improvement in machines for cutting soles.

J. L. Townsend, Newburyport, Mass.; improvement in reefing fore and aft sails.

Joseph W. Wattles, Canton, Mass.; improvement in ring traveling spinning frame.

Martin Wesson, Springfield, Mass., assignor to himself and D. B. Wesson; improved machine for channeling and edging soles of boots and shoes.

Joseph Carrier, Marlboro', Conn.; improved bread knife.

Henry Davis, Bethlehem, Conn.; improved carpet sweeper.

Charles Douglass, Hebron, Conn.; improvement in chimney caps.

E. L. Gaylord, Terrysville, Conn.; improved trunk lock.

L. K. Selden, Haddam, Conn.; improved folding cradles.

F. H. Smith, Plainville, Conn.; improvement in spring balance for window sashes.

Wm. G. Budlong, assignor to H. W. Conklin and J. W. Corning, same place; improved carpet sweeper.

DESIGN.—Richard Barry, Boston, Mass.; design for sepulchral monuments.

For week ending May 31.

Albert Betteley, Boston, Mass.; improvement in elevators for warehouses.

John P. Carr, Mattapoisett; improved pump gearing.

E. P. Clark, Holyoke; improvement in composition for pencils.

William Clemens, Woburn; improved machine for grinding saws.

Merrill A. Furbush and Geo. Compton, Worcester; improvement in looms for weaving plaids.

Henry Horton, Boston, and Joseph G. Becknell, Cambridge, improved wheel-jack for carriages.

Thomas J. Mayall, Roxbury; improved water-tight sink.

Charles McBurney, Roxbury; improved suction hose.

John F. Peabody, Salem; improvement in chairs for railways.

Levi Stevens, Fitchburg; improved axle-box for railway cars.

Geo. C. Taft, Worcester; improvement in the manufacture of wrenches.

W. H. Lasalle, Boston, assignor to himself and E. B. Lasalle, Boston; improved refrigerator.

Henry Messer, Roxbury, assignor to Henry Rice, Boston; improved machine for cutting India rubber into threads.

W. H. Tendler, assignor to J. F. Moeshlin, both of Cambridge, improved bedstead.

Alfred B. Milton, assignor to himself and Charles Adams, both of Dorchester; improved heel for boots and shoes.

C. F. Anderson, Charlestown, N. H.; improved seed planter.

Geo. W. Parker, Fitzwilliam; improvement in cross-cut sawing machines.

Joseph W. Thorp, Hillsboro'; improvement in tailors' pressing machines.

Joseph D. Billings, Rutland, Vt.; improvement in freight cars.

Jeremiah Essex, Bennington: improvement in machines for drying februous substances.

Mark Howland, Waterbury, Conn.; improved door latch.

Albert P. Pitkin, Hartford; improved screw dies.

Daniel Wheeler, Fairfield, and Isaac Little, Bridgeport; improvement in gas regulators.

Robert W. Huston, Calais, Me.; improved mode of securing corks in bottles.

C. A. & S. W. Young, Providence, R. I.; improvement in machines for making upholstery springs.

For week ending June 7.

Ruggles S. Torrey, Bangor, Me.: improvement in bee hives.

Decius W. Clark, Bennington, Vt.; improved enamel composition for bricks.

Enoch Colvin, Poultney, Vt.; improved knitting machines.

Samuel Wiswell, Hyde Park, Vt.; improved washing machines.

F. A. Calvert and C. G. Sargent, Lowell, Mass.; improved machine for ginning cotton.

W. J. Lyman, Easthampton; improved shoe sole.

Charles McBurney, Boston; improvement in the manufacture of india rubber blankets or aprons used in printing fabrics and books.

Edmund L. Perkins, Roxbury; improvement in machine for drying paper.

Charles B. Sawyer, Fitchburg; improvement in furnaces and stoves.

T. F. Weston, Salem; improvement in finishing leather.

Wm. Godsoe, Manchester, Mass., assignor to self and Isaac Ayres, same place, improved steering apparatus.

Ira Merrill, Abington, Mass., assignor to self and L. S. Merritt, South Weymouth; improvement in shoe knives.

Jedediah Morse, Canton, Mass., assignor to Ruggles' Power Press Manufacturing Company, Boston; improvement in power printing presses.

Wm. Noyes, jr., West Newbury, assignor to Somersby C. Noyes & Co., West Newbury; improvement in machines for cutting comb teeth.

Joseph Kilboun, Pittsfield, Mass., and Edmund E. Kilboun, Litchfield, Conn.; improvement in manufacturing knitted fabrics.

Henry Bedloe, Newport, R. I.; improved chimney coal.

Wm. Field, Providence, R. I.; improvement in horse-power machines.

H. H. Luther, Warren, R. I.; improved harvesting machines.

J. A. Ayres, Hartford, Conn.; improved device for raising water.

A. C. Griswold, Hartford, and Wait R. Griswold, Durham, Conn.; improved rocking carriages.

For week ending June 14.

E. C. Brackett, Newton, Mass.; improved hand propeller.

Samuel S. Crocker and Geo. E. Marshall, Lawrence, Mass.; improvement in manufacturing paper.

Horace B. Davis, Lexington; improved horse bracket.

David Leavitt, Chicopee; improvement in breech-loading firearms.

Rufus S. Merrill, Lynn; improved lamp.

John N. Sautell, Chicopee; improved spreader and stretcher flies.

John M. Spooner, Springfield; improvement in sled-runners.

Joseph W. Cox, Malden, assignor to H. H. Day, New York; improved machine for cutting india rubber into threads.

John E. Coffin, Portland, Me., assignor to A. F. Gerish, same place; improvement in machines for making hay.

E. T. Quimby, New Ipswich, N. H., assignor to self and Newton Brooks, same place; improved attachment for alarm clocks.

Enos Stimpson, Plainfield, Vt.; improvement in seed machines.

Robert Goss, St. Albans, Vt., assignor to self and Geo. J. Stanward, same place; improved water-wheel.

Thomas J. Goff, Warren, R. I.; improved machine for making hay.

Henry L. Kendall, Providence, R. I., assignor to D. D. Sweet et als, same place; improved machine for boring blind slats.

John S. Palmer, Providence, R. I., assignor to self and C. S. Copron, same place; improvement in rolling metal for jewelry.

Robert Brown, New London, Conn.; improved projectile for killing whales.

Charles Crossley, Ellington, Conn.; improvement in looms.

L. C. Miller, Hartford; improvement in hanging carriage bodies.

A. P. Pitkin, Hartford; improvement in steam-pressure regulator.

Isaac C. Tate, New London; improved stop cock.

Bennett Hotchkiss, New Haven, assignor to self and S. F. Collins, same place; improved trip hammers.

MOVEMENTS OF OCEAN-STEAMERS.

FOR EUROPE.—The under-noted, or other vessels, are appointed to sail from ports in the United States as follow :

NAME.	FROM	TO	DATE.
Bremen,	New-York, . .	Brémen, . . .	July 9
Arabia,	Boston, . . .	Liverpool, . .	" 13
Bavaria,	New-York, . .	Hamburg, . . .	" 15
Vanderbilt, . . .	New-York, . .	Havre,	" 16
City of Baltimore, .	New-York, . .	Liverpool, . . .	" 16
Asia,	New-York, . .	Liverpool . . .	" 20
Weser,	New-York, . .	Bremen,	" 23
Arago,	New-York, . .	Havre,	" 23

FROM EUROPE.—Steamships are announced to sail from European ports, for America, as follow :

NAME.	FROM	TO	DATE.
Weser,	Southampton, .	New-York, . . .	June 28
Arago,	Southampton, .	New-York, . . .	" 29
Hungarian,	Liverpool, . . .	Quebec,	" 29
Vigo,	Cork,	New-York, . . .	July 1
Canada,	Liverpool, . . .	Boston,	" 2
Etna,	Liverpool, . . .	Boston and New-York, .	" 2
Borussia,	Southampton, .	New-York, . . .	" 2
Indiana,	Liverpool, . . .	Quebec,	" 4
City of Washington, .	Liverpool, . . .	New-York, . . .	" 5
Ariel,	Southampton, .	New-York, . . .	" 2
Africa,	Liverpool, . . .	New-York, . . .	" 9

NEW-ENGLAND RAILWAY ARRANGEMENTS.

Amherst, Belchertown & Palmer Railroad.

Palmer to Amherst, 2.05; 6.15, P. M.

Amherst to Palmer, 8.00, A. M.; 4.10, P. M.

Androscoggin & Kennebec, and Penobscot & Kennebec Railroad.

Portland to Bangor, 1.15, P. M.

Bangor to Portland, 7.30, A. M.

Portland to Lewiston, 7.50, A. M.; 1.15, P. M.

Lewiston to Portland, 6.25, A. M.; 12.07, P. M.

Androscoggin Railroad.

Leeds Junction to East Wilton, 3.15, P. M.

East Wilton to Leeds Junction, 9.30, A. M.

Boston and New York Through Lines.

Boston to N. Y., via Fall River, 5.30, P. M.

" " " New Haven, 8.30, A. M.; 3, P. M.

" " " Norwich, 5.30, P. M.

" " " Stonington, 5.30 P. M.

N. Y. to Boston, via Fall River, 5.00, P. M.

" " " New Haven, 8, A. M.; 3.15, P. M.

" " " Norwich, 5.00, P. M.

" " " Stonington, 5.00, P. M.

Boston and Providence Railroad.

Boston to Providence, 7.20; 11, A. M.; 4; 5.30, P. M.

Providence to Boston, 7.00; 11.05, A. M.; 4.10, P. M.

Stoughton and Easton Branch.

Boston to Easton, 12.10; 5.40, P. M.

Easton to Boston, 6.55, A. M.; 3.10, P. M.

Dedham Branch.

Boston to D. 7; 8; 1, A. M.; 12; 3.45; 6; 6.40; 7; 9; P. M.

Dedham to B. 6.5; 10.5; 5.0; 8.9; 50, A. M.; 12.10; 4.40; 6.20; 8; P. M.

New Bedford and Taunton, and Taunton Branch.

Boston to New Bedford, 7.20; 11, A. M.; 4.30, P. M.

New Bedford to Boston, 7.15; 10.35, A. M.; 3.40, P. M.

Boston to Taunton, 7.20; 11, A. M.; 4.20; 5.30, P. M.

Taunton to Boston, 7.15; 8; 11.25, A. M.; 4.30, P. M.

Boston and Worcester Railroad.

Boston to W., 6; 8; 1; 3; 4; 5; (Sun. 6.30, P. M.)

Worcester to Boston, 4; 7; 9.40, A. M.; 12.40; 3.05;

5; 10.35; (Sunday, 11.45, P. M.)

Saxtonville and Newton Branch.

Boston to Saxtonville, 9.30, A. M.; 6.00, P. M.

Saxtonville to Boston, 6.45, A. M.; 3.00, P. M.

Boston to Newton, L. F., 7; 12, A. M.; 2; 7.04, P. M.

Newton, L. F. to B., 6.20; 9, A. M.; 1.20; 5.45; 8, P. M.

Brookline Branch.

Bos. to Br., 7; 7.50; 9; 11, A. M.; 12; 3; 5.6; 7; 9; P. M.

Br. to Bos., 6; 7; 8; 9; 10, A. M.; 1; 2; 4; 5; 6; 40, P. M.

Charles River Branch.

Boston to Needham Plains, 7; 1; A. M.; 12; 3; 6; P. M.

Needham P. to Boston, 6.10; 8.25, A. M.; 1.40; 4.55, P. M.

Agricultural Branch.

Boston to Northboro', 6.00, A. M.; 1.30; 5.30, P. M.

Northboro' to Boston, 7.00; 9.40, A. M.; 4.40, P. M.

Milford Branch.

Boston to Milford, 6.00, A. M.; 1.30; 5.30, P. M.

Milford to Boston, 7.10; 9.45, A. M.; 4.55, P. M.

Boston & Lowell, and Nashua & Lowell R. R.

Boston to Lowell, 7; 10, A. M.; 12, M.; 2; 5; 6, P. M.

Lowell to Boston, 7; 12.5; 9; A. M.; 12.23; 4; 5.35; 7.30, P. M.

Boston to Nashua, 7.30, A. M.; 12.00, M.; 5.00, P. M.

Nashua to Boston, 7.00, A. M.; 12.45; 4.51; 7.00, P. M.

Boston to Wilton, 7.30, A. M.; 12.00, M.; 5.00, P. M.

Wilton to Boston, 6.15; 11.00, A. M.; 3.30, P. M.

Woburn Branch.

Boston to Woburn Cen., 7.40; 11; A. M.; 3; 5; 6; 8; P. M.

Woburn C. to Boston, 6; 7; 9, A. M.; 1; 5; 7; P. M.

Boston, Concord and Montreal Railroad.

Concord to Wells River, 10.32, A. M.

Wells River to Concord, 10.20, A. M.; 10.40, P. M.

Concord to Plymouth, 10.32, A. M.; 3.10, P. M.

Plymouth to Concord, 7.20, A. M.; 1.04, P. M.

Boston and Maine Railroad.

Boston to Portland, 7.30; 3; (Mon. Wed. & Fri. 5, P. M.)

Port'd to Boston, 8.45; 3; (Mon. Wed. & Fri. 5, P. M.)

Boston to Lawrence, 7; 3.30; 10.15; 12, M.; 3; 5; 6.20, P. M.

Lawrence to Bos., 6.32; 7.30; 9.52; 12.17; 12.40; 5.32; 6.55, P. M.

Boston to Haverhill, 7.30, A. M.; 12, M.; 3; 5; 6.20, P. M.

Haverhill to Boston, 7.05; 9.30, A. M.; 12.20; 5.10; 6.25, P. M.

Boston to Great Falls, 7.30, A. M.; 3.00; 5.00, P. M.

Great Falls to Boston, 5.40; 12.35, A. M.; 4.50, P. M.

Boston to Reading, 7.10; 12, M.; 2.20; 3.4; 5.6.20; 7.4; 9; P. M.

Reading to B. 6.10; 6.48; 7.56; 10.20; 12.42; 3.05; 5.15; 8.30, P. M.

(Wed. 9.30 instead of 8.30.)

Bos. to S. Read'g J'n. 7; 8; 10; 12, M.; 2.20; 3.3; 4; 5; 6.20; 7.4; 9; (Wed. at 11 & Sat. 10 inst. of 9, P. M.)

South Reading Junction to Boston, 6.07; 7.07; 8.25; 10.27; 12.12; 12.49; 3.12; 5.22; 6.04; 6.29; 8.37, P. M.

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New-England Railway Arrangements.

Medford Branch.

Boston to Medford, 6.45; 8.05; 10.00 A.M.; 12.45; 2.45; 5.35; 6.40; 9.20 P.M.
Medford to Boston, 6.15; 7.30; 8.30; 10.30, A.M.; 2.00; 4.00; 6.05; 7.15 P.M.

Bangor, Old Town and Milford Railroad.

Bangor to Milford, 6.00; 11.30, A.M.; 5.30 P.M.
Milford to Bangor, 7.15, A.M.; 1.45; 6.45, P.M.

Cape Cod Railroad.

Boston to Hyannis, 7.20 A.M.; 4.45 P.M.
Hyannis to Boston, 5.25; 9.25, A.M.; 2.25 P.M.
Boston to West Wareham, 7.20 A.M.; 2.15; 4.45, P.M.
West Wareham to Boston, 7.45; 10.54 A.M.; 3.58, P.M.

Fairhaven Branch.

Boston to New Bedford, 7.20 A.M.; 2.15; 4.45 P.M.
New Bedford to Boston, 7.10; 10.15 A.M.; 3.20 P.M.

Canal Railroad.

N. Haven to Northampton, 5.00; 10.50 A.M.; 4.00 P.M.
Northampton to N. Haven, 6.30; 10.45 A.M.; 1.30 P.M.
N. Haven to Plainville, 5.00; 6.50; 10.50 A.M.; 4.00 P.M.
Plainville to N. Haven, 8.30 A.M.; 12.16; 2.30; 5.15 P.M.

Cheshire Railroad.

Fitchburg to Bellows Falls, 7.30; 11.00, A.M.
Bellows Falls to Fitchburg, 8.30, A.M.; 2.30, P.M.

Cocheco Railroad.

Dover to Alton Bay, 10.10, A.M.; 2.40; 7.40, P.M.
Alton Bay to Dover, 3.45; 9.30, A.M.; 3.50 P.M.

Concord, Manchester and Lawrence Railroad.

Boston to Concord, 7.30, A.M.; 12.00, M.; 5.00, P.M.
Concord to Boston, 5.30; 10.15, A.M.; 3.30, P.M.

Concord & Claremont & Contoocook River R.R.

Concord to Bradford, 3.00, P.M.
Bradford to Concord, 8.40, A.M.
Concord to Hillsboro Bridge, 3.00, P.M.
Hillsboro Bridge to Concord, 8.35, A.M.

Connecticut and Passumpsic Rivers Railroad.

Barton to White River Junction, 8.15, A.M.
White River Junction to Barton, 2.45, P.M.

Concord and Portsmouth Railroad.

Portsmouth to Concord, 10.50, A.M.; 4.20, P.M.
Concord to Portsmouth, 7.00, A.M.; 3.30, P.M.

Connecticut River Railroad.

Springfield to Keene, 7.45, A.M.; 1.20, P.M.
Keene to Springfield, 7.30, A.M.; 2.30, P.M.
Springfield to Northampton, 7.45; 10.40; 1.20; 8.35.
Northampton to Springfield, 6.10; 10.55; 4.40; 5.20.

Danbury and Norwalk Railroad.

S. Norwalk to Danbury, 9.00; 11.00, A.M.; 5.50, P.M.
Danbury to S. Norwalk, 7.00, A.M.; 4.15; 5.30, P.M.

Eastern Railroad.

Boston to Portland, 7; 3; (& 5, P.M. Mon. Wed. & Fri.)
Portland to Boston, 8; 3; (& 5, Mon. Wed. & Fri.)
Bos. to Portsmouth, 7; 3; 5; (& 7, Mon. Wed. & Fri.)
Portsmouth to Bos., 7; 11; 5; (& 7; P.M. M. W. & F.)
Boston to Newburyport, 7; 12; 3; 5; 6.10; (& 7, P.M., Mon. Wed. & Fri.)
Newburyport to Boston 7.05; 8.05; 10.12.05; 6.18; (& 8.20, P.M., Mon. Wed. & Fri.)
Boston to Gloucester, 7; A.M.; 2; 4; 5, P.M.
Gloucester to Boston, 6; 7.05; 10.10, A.M.; 4.40, P.M.
Boston to Beverly, 7; 12; 2; 3; 5; 6.10; 7, P.M.
Beverly to Boston, 6.50; 7.50; 8.50; 10.50, A.M.; 12.50; 5.20; 7.07; 9.07, P.M.
Boston to Salem, 7.30; 8.30; 10.30, A.M.; 12.15; 1.15; 2.30; 3.00; 4.30; 5.00; 6.10; 7.00, P.M.
Salem to Boston, 6.00; 7.00; 7.25; 8.00; 9.00; 10.00; 11.00, A.M.; 1.00; 2.30; 5.30; 7.15; 9.15, P.M.

Marblehead Branch.

Marblehead to Salem, 6.45; 8.45; 9.45, A.M.; 12.45; 1.45; 5.15; 6.45, P.M.
Salem to Marblehead, 8; 9.20; 11; 1; 3; 5; 7; P.M.

Essex Railroad.

Salem to Lawrence, 7.00; 11.15, A.M.; 4.45, P.M.
Lawrence to Salem, 8.00 A.M.; 12.45; 6.00, P.M.

Fitchburg Railroad.

Boston to Fitchburg, 7.30; 11.00, A.M.; 4.00, P.M.
Fitchburg to Boston, 7.05 A.M.; 12.00, M.; 5.15, P.M.
Boston to Concord, 7.30; 11.0, A.M.; 4.00; 6.15, P.M.
Concord to Boston, 6.45; 8.50, A.M.; 1.30; 6.30, P.M.
Boston to Waltham, 7.30; 11.00; 2.30; 4; 6.15; 7.30.
Waltham to Boston, 6.00; 7.14; 8.57; 1.57; 4.30; 6.57.

Lexington and West Cambridge Branch.

Boston to Lexington, 8.25 A.M.; 12.15; 3.45; 6.15, P.M.
Lexington to Boston, 7.10; 9.30, A.M.; 2.25; 4.55, P.M.

Lancaster and Sterling and Marlboro' Branches.

Boston to Marlboro', 4.00, P.M.
Marlboro' to Boston, 7.30, A.M.

Fitchburg and Worcester Railroad.

Fitchburg to Worcester, 7.50, A.M.; 12.50; 5.45 P.M.
Worcester to Fitchburg, 6.20; 11.15, A.M.; 4; P.M.

Great Falls and Conway Railroad.

Great Falls to Union Village, 11.00, A.M.; 6.20, P.M.
Union Village to Great Falls, 8.20, A.M.; 3.00, P.M.

Hartford, Providence and Fishkill Railroad.

Providence to Hartford, 7.25, A.M.; 2.25, P.M.
Hartford to Providence, 5.35, A.M.; 2.00, P.M.
Providence to Plainfield, 7.25, A.M.; 2.35, 6.25, P.M.
Plainfield to Providence, 6.50; 9.15, A.M.; 4.30, P.M.
Providence to Washington, 7.25; 11.40, A.M.; 2.35; 6.25, P.M.
Washington to Providence, 8.10; 10; A.M.; 1.10, P.M.
Hartford to Waterbury, 10.25, A.M.; 4.35, P.M.
Waterbury to Hartford, 8.05, A.M.; 3.10, P.M.
Hartford to Bristol, 10.25 A.M.; 4.35; 7.40, P.M.
Bristol to Hartford, 7.00; 8.50, A.M.; 3.57, P.M.
Hartford to New Britain, 10.55, A.M.; 1; 4.35; 7.40, P.M.
New Britain to Hartford, 7.40; 9.25, A.M.; 2.33; 4.35.
Willimantic to Waterbury, 8.40, A.M.
Waterbury to Willimantic, 3.10, P.M.

Housatonic Railroad.

Bridgeport to Pittsfield, 10; A.M. (5; P.M., Sat. only)
Pittsfield to Bridgeport, 4.50; 9; A.M. (4.50, A.M., Mon. only.)
Bridgeport to New Milford, 10.30, A.M.; 5.30, P.M.
New Milford to Bridgeport, 7.45, A.M.; 12.58, P.M.

Kennebec and Portland Railroad.

Portland to Augusta, 1.00; 8.15, P.M.
Augusta to Portland, 5.30 A.M.; 11.15, P.M.

Bath and Brunswick Branch.

Bath to Brunswick, 6.25, A.M.; 12.13; 9.00, P.M.
Brunswick to Bath, 7.10, A.M.; 2.13; 9.46, P.M.

Lowell and Lawrence Railroad.

Lowell to Lawrence, 7.30; 10.00, A.M.; 5.00, P.M.
Lawrence to Lowell, 8.30, A.M.; 12.45; 7.00, P.M.

Middleboro' and Taunton Railroad.

Middleboro' to Taunton, 7.25; 10.50, A.M.; 4.30, P.M.
Taunton to Middleboro' 9.05, A.M.; 12.45; 5.55, P.M.

Montreal and Champlain Railroad.

Rouse's Point to Montreal, 6.45, A.M.; 12.45; 7.45.
Montreal to Rouse's Point, 6.45; 8.30, A.M.; 3.15, P.M.

Naugatuck Railroad.

Bridgeport to Winsted, 10.15; 11.05, A.M.; 5.30, P.M.
Winsted to Bridgeport, 5.50, A.M.; 1.41, P.M.
Bridgeport to Waterbury, 10; 11.05, A.M.; 3.12; 6; P.M.
Waterbury to Bridgeport, 5; 8; 8.35, A.M.; 3.13, P.M.

Newburyport Railroad.

Boston to Newburyport, from Boston and Maine Railroad Station, 7.50, A. M.; 3.15; 5.15, P. M.
Newburyport to Boston, from Boston and Maine Railroad depot, 7.30; 11.00, A. M.; 5.15, P. M.

New Haven, Hartford & Springfield Railroad.

Springfield to New Haven, 7.00, 11.55, A. M.; 2.00; 6.15
New Haven to Springfield, 7.45; 10.55, A. M.; 4.00; 6.10
Springfield to Hartford, 7.00; 10.15; 11.55, A. M.; 2.00; 6.30; 7.00, P. M.
Hartford to Springfield, 6.00; 9.10, A. M.; 12.10; 1.10 5.25; 7.30, P. M.

New Haven, New London & Stonington R. R.

New London to New Haven, 6.15; 11.15, A. M.; 6.15, P. M.
New Haven to New London, 7.15; 10.50, A. M.; 6.00, P. M.

New London, Willimantic & Palmer R. R.

New London to Palmer, 6.00, A. M.; 1.50, P. M.
Palmer to New London, 5.50, A. M.; 2.10, P. M.

New-York & New-Haven Railroad.

New Haven to New York, 5.15; 7.00; 9.45, A. M.; 2.00; 5.25; 4.30; 8.30, P. M.
New York to New Haven, 7.00; 8.00, A. M.; 12.45; 3.15; 3.50; 4.45; 5.30, P. M.
New Haven to Bridgeport, 5.30; 7.00; 9.45; 10.10, A. M.; 2.00; 4.30; 5.25; 8.30, P. M.
Bridgeport to New Haven, 6.45; 9.32; 10.10, A. M.; 3.15; 5.5; 6.19; 7.15; 4.20, P. M.

Manchester and North Weare Railroad.

Manchester to North Weare, 2.25, P. M.
North Weare to Manchester, 9.15, A. M.

Norfolk County Railroad.

Boston to Blackstone, 7.00, A. M.; 3.00, P. M.
Blackstone to Boston, 8.20, A. M.; 3.00, P. M.
Boston to Medway, 6.30, P. M.
Medway to Boston, 5.40, A. M.

Northern (New Hampshire) Railroad.

Concord to White Riv. Junc., 10.35; 3.25; 8.05.
White River Junc. to Concord, 7.00, A. M.; 12.1; 2.40.

Northern (Ogdensburgh) Railroad.

Rouse's Point to Ogdensburgh, 8.00, A. M.; 12.1; 7.1, P. M.
Ogdensburgh to Rouse's Point, 4.10, A. M.; 12.00, P. M.

Norwich and Worcester Railroad.

Worcester to Norwich, 7.00; 11.00, A. M.; 4.1; 7.00, P. M.
Norwich to Worcester, 6.00, A. M.; 12.00; 3.45, P. M.
Worcester to Allyn's Point, 7.00, A. M.
Allyn's Point to Worcester, 1.15, A. M. except Monday.

Old Colony and Fall River Railroad.

Boston to Fall River, 7.20; 11.15, A. M.; 2.1; 4.40; 5.1, P. M.
Fall River to Boston, 8.15; 7.1; 10.15, A. M.; 3.40, P. M.
Boston to Middleboro', 7.20, A. M.; 2.1; 4.00; 4.40; 5.1.
Middleboro' to Boston, 8.00; 8.05; 11.20, A. M.; 4.25.
Boston to North Bridgewater, 7.20; 11.30, A. M.; 2.15; 4.00; 6.30, P. M.
North Bridgewater to Boston, 6.55; 8.44; 11.52, A. M.; 1.00; 5.05, P. M.

Plymouth and South Braintree Trains.

Boston to Plymouth, 8.30, A. M.; 2.40; 5.10, P. M.
Plymouth to Boston, 6.30; 9.20, A. M.; 4.30, P. M.
Boston to South Braintree, 7.20; 8.30; 11.30, A. M.; 12.1; 2.40; 4.00; 5.10; 6.00; 6.1; 7.00, 9.1, P. M.
South Braintree to Boston, 6.15, 7.24, 7.38, 8.10, 9.06, 10.30, A. M.; 12.09, 1.25, 3; 5.28; 5.38; 7.00, P. M.

Dorchester and Milton Branch.

Boston to Mattapan, 7.20, 8.50, A. M.; 1, 3, 6.15, P. M.
Mattapan to Boston, 6.20, 7.50, 10.10, A. M.; 2, 5.05, P. M.

Abington and Bridgewater Branch.

South Abington to Bridgewater, 7.20, 10; 5.10, 6.20.
Bridgewater to South Abington, 6.40, 9.20; 3.15, 5.45.

Peterboro and Shirley Railroad.

Boston to Mason Village, 7.30, A. M.; 1.00, P. M.
Mason Village to Boston, 6.10, 11.30, A. M.

Pittsfield and North Adams Railroad.

Pittsfield to North Adams, 8, A. M.; 2.33, 6.21, P. M.
North Adams to Pittsfield, 5.50, A. M.; 1.15, 5, P. M.

Portland, Saco and Portsmouth Railroad.

Portland to Portsmouth, 8.45, A. M.; 3, 5, P. M.
Portsmouth to Portland, 10, A. M.; 5.30, 7.30, P. M.
Portland to Boston, 8.45, 3, 5, P. M., Mon. Wed. & Fr.
Boston to Portland, 7.30; 3, 5, P. M., Mon. Wed. & Fr.

Providence, Warren and Bristol Railroad.

Providence to Bristol, 8, A. M.; 1.15, 6, P. M.
Bristol to Providence, 6, 9.30, A. M.; 3, P. M.

Providence and Worcester Railroad.

Providence to Worcester, 7.20, 11.45, A. M.; 4.20, P. M.
Worcester to Providence, 7, 11.30, A. M.; 4, P. M.
Providence to Uxbridge, 7.2, 11.45, A. M.; 4.20, 7.
Uxbridge to Providence, 6, 1.53, A. M.; 12.22, 4.55.
Providence to Valley Falls, 6.35, 7.2, 9.30, 10.30, 11.45, 12; 1.30, 2.30, 3.30, 4.20, 5.30, 6.30, 7, 8.
Valley Falls to Providence, 6, 10, 7, 8, 8.53, 10, 11, A. M.; 1, 1.25, 2, 3, 4, 5.54, 6.15, 7.30, P. M.

Rutland and Burlington Railroad.

Bellows Falls to Burlington, 5.30, A. M.; 12.20, 5.30.
Burlington to Bellows Falls, 11.2, A. M.; 8.15, 8.45.

Rutland and Washington Railroad.

Rutland to Albany, 4.10, A. M.; 3, P. M.
Albany to Rutland, 7, A. M.; 4.30, P. M.

Salem and Lowell Railroad.

Lowell to Salem, 7.40, A. M.; 4, P. M.
Salem to Lowell, 10.15, A. M.; 6.55, P. M.

South Reading Branch.

Boston to Salem, 7, 12, A. M.; 3, 5.30, P. M.
Salem to Boston, 6.40, 10, A. M.; 2.45, 4.55, P. M.

South Shore Railroad.

Boston to Cohasset, 8.30, A. M.; 2.4, 6.30, P. M.
Cohasset to Boston, 6.55, 10, A. M.; 5.05, P. M.

Stonington and Providence Railroad.

Providence to New London, 7.05, 9.30, A. M.; 3.45.
New London to Providence, 6.30, A. M.; 1, 3.30, P. M.
Providence to Stonington, 7.05, 9.30, A. M.; 3.45, 7.05.
Stonington to Providence, 7.10, A. M.; 1.45, 4.13, P. M.
Stonington to N. London, 5.52; 9.13; 11.05, A. M.; 5.40.
N. London to Stonington, 6.30, A. M.; 1; 3.30; 6.25.
Mail train leaves Stonington every morning except Monday, on arrival of steamboat from N. Y.

Stony Brook Railroad.

Lowell to Groton Junction, 7, 11.45, A. M.; 4.45, P. M.
Groton Junction to Lowell, 8, A. M.; 12.45, 5.45, P. M.

Sullivan Railroad.

Bellow's Falls to Rouse's Point, 7.30, 11, A. M.
Rouse's Point to Bellow's Falls, 6, A. M.; 5.30, P. M.

Troy and Boston Railroad.

Rutland to Troy, 4.45, 11.45, A. M.
Troy to Rutland, 11.15, A. M.; 5, P. M.

Vermont Central and Canada Railroad.

Boston to Ogdensburgh, 7.30, A. M.; 5, P. M.
Ogdensburgh to Boston, 4.10, A. M.; 12.20, P. M.

Vermont and Massachusetts Railroad.

Boston to Brattleboro, 7.30, 11; 4, P. M. on Sat'day.
Brattleboro to Boston, 8.30; 2, P. M. Wed. train.

Vermont Valley Railroad.

Bellow's Falls to Brattleboro, 6, 8.05, A. M.; 2.30, P. M.
Brattleboro to Bellow's Falls, 10.40, A. M.; 3.30, 4.30.
Bellow's Falls to Springfield, 8.05, A. M.; 2.30, P. M.
Springfield to Bellow's Falls, 7.45, A. M.; 1.20, P. M.

Western Railroad.

Boston to Albany, 6, 8.30, A. M.; 1.30, P. M.
Albany to Boston, 5.15, 8.45, A. M.; 3.45, P. M.
Boston to Springfield, 6, 8.30, A. M.; 1.30, 3, 6.30, P. M.
Springfield to Boston, 7.15, 10.25; 1.20, 3.45, 10.

White Mountains Railroad.

Wells River to Littleton, 4.05, P. M.
Littleton to Wells River, 9, A. M.

Worcester and Nashua Railroad.

Worcester to Nashua, 6.21, 11.15, A. M.; 4.15, P. M.
Nashua to Worcester, 7, A. M.; 12, M.; 5, P. M.

York and Cumberland Railroad.

Portland to Saco River, 8.00, A. M.; 2; 6.20, P. M.
Saco River to Portland, 6.25; 9.1, A. M.; 3.35, P. M.